

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No. 4674

號九初月九年十三緒光

MONDAY, OCTOBER 17, 1904.

一拜禮

號七十月十英港香

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.
CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP " 18,000,000
CAPITAL UNCALLED " 6,000,000
RESERVE FUND " 9,500,000

Head Office: YOKOHAMA.

Branches and Agencies:
TOKIO, KOREA,
NAGASAKI, LONDON,
LYONS, NEW YORK,
SAN FRANCISCO, HONOLULU,
BOMBAY, SHANGHAI,
TIENTSIN, NEWCHANG,
PEKING, DALNY.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
THE UNION OF LONDON AND
SMITHS BANK, LD.

HONGKONG BRANCH:—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent.
per Annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent.

TARO HODSUMI,
Manager.

Hongkong, 12th September, 1904. [21]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000
RESERVE FUND \$17,000,000
Sterling Reserve \$10,000,000
Silver Reserve \$7,000,000
RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:
A. J. RAYMOND, Esq., Chairman.
H. E. TOMKINS, Esq., Deputy Chairman.
E. Goetz, Esq.
Hon. W. J. Gresson.
A. Haupt, Esq.
H. Schubart, Esq.
E. Shellim, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH.

MANAGER:
Shanghai—H. M. BEVIS.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:

On Current Account at the rate of 2 per cent.
per Annum on the daily balance.

ON FIXED DEPOSITS:

For 3 months, 2½ per cent. per Annum.

For 6 months, 3½ per cent. per Annum.

For 12 months, 4½ per cent. per Annum.

J. R. M. SMITH,
Chief Manager.

Hongkong, 20th August, 1904. [22]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted

by the HONGKONG AND SHANGHAI

BANKING CORPORATION. Rules may be

obtained on application.

INTEREST on deposits is allowed at 3½ PER

CENT. per annum.

Depositors may transfer at their option

balances of \$100 or more to the HONGKONG AND

SHANGHAI BANK to be placed on FIXED

DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI

BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.

Hongkong, 1st May, 1902. [23]

THE DEUTSCH ASIATISCHE BANK.

AUTHORIZED CAPITAL Sh. Tael 7,500,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin, Calcutta, Hankow,
Tientsin, Tsingtau (Kiautschou).

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS,
UNION OF LONDON AND SMITHS BANK, LTD.

DEUTSCHE BANK (BERLIN), LONDON AGENCY

DIRECTOR DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.

DEPOSITS received on terms which may be

learned on application. Every description of

Banking and Exchange business transacted.

H. FIGGE,
Manager.

Hongkong, 12th August, 1904. [25]

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above

Company are prepared to accept First

Class FOREIGN and CHINESE RISKS at

CURRENT RATES.

SIEMSEN & Co.

Hongkong, 28th May, 1904. [5]

INTERNATIONAL BANKING CORPORATION.

CAPITAL, SURPLUS AND UNDIVIDED PROFITS:
GOLD \$7,992,173.37—about £1,649,000.
CAPITAL AND SURPLUS AUTHORIZED
GOLD \$10,000,000—£2,055,000.

HEAD OFFICE:
1, WALL STREET, NEW YORK.

LONDON OFFICE:
THREADNEEDLE HOUSE, E.C.

BRANCHES AT:
SAN FRANCISCO, WASHINGTON,

MEXICO, MANILA, CEBU, SHANGHAI,

SINGAPORE, YOKOHAMA, BOMBAY,

CALCUTTA, CANTON,

AND AGENTS ALL OVER THE WORLD.

LONDON AND CONTINENTAL

BANKERS:
NATIONAL PROVINCIAL BANK OF

ENGLAND, LIMITED,
UNION OF LONDON AND SMITHS BANK, LTD.

CREDIT LYONNAIS, DRESDENER BANK,
COMPTON NATIONAL D'ESCOMPTE

DE PARIS, &c.

THE Corporation transacts every Description

of Banking and Exchange Business,

receives Money in Current Account and issues

Fixed Deposit Receipts either in Gold or

Silver at Rates which may be ascertained on

Application.

HONGKONG BRANCH:
20, DES VŒUX ROAD CENTRAL.

CHARLES R. SCOTT,
Manager.

Hongkong, 26th July, 1904. [19]

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE

OF THE 12TH NOVEMBER, 1896.

Shanghai Tael.

SUBSCRIBED CAPITAL 5,000,000

PAID-UP CAPITAL 2,500,000

HEAD OFFICE—SHANGHAI.

Branches and Agencies:
CANTON, PENANG,
CHEFOO, SINGAPORE,
HANKOW, TIENTSIN,
PEKING.

THE Bank purchases and receives for collection

Bills of Exchange drawn on the above

places, and Sells Drafts and Telegraphic Trans-

fers Payable at its Branches and Agencies.

HONGKONG BRANCH.

Advances made on approved securities.

Bills discounted.

INTEREST ALLOWED ON DEPOSITS.

3½ per Annum. Fixed Deposits for 3 months.

4½ " " " " " " " " " " " "

5½ " " " " " " " " " " " "

H. C. MARSHALL,
Acting Manager.

Hongkong, 17th May, 1903. [18]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

CAPITAL PAID-UP £800,000

RESERVE LIABILITY OF SHARE

HOLDERS £800,000

RESERVE FUND £800,000

INTEREST ALLOWED ON CURRENT

ACCOUNT at the Rate of 2 per cent. per

annum on the Daily Balances.

On Fixed Deposits for 12 months, 4½ per cent.

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T. P. COCHRANE,
Manager.

Hongkong, 19th May, 1904. [24]

NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA are

prepared, during suspension of their

Trans-Pacific Service and until further notice,

to BOOK CARGO and ISSUE BILLS OF LADING

to SEATTLE, WASH., VICTORIA, B.C., and

PACIFIC COAST PORTS, also to OVER-

LAND POINTS in the UNITED STATES

and CANADA in connection with the GREAT

NORTHERN RAILWAY FROM SEAT-

TL, as hitherto, by the Steamers of the

NORTHERN PACIFIC S.S. Co., BOSTON

STEAMSHIP and TOWBOAT Co., OCEAN

S.S. Co. and CHINA MUTUAL S.S. Co.

For further Particulars, apply at the Com-

pany's Local Branch Office in PRINCE'S

BUILDINGS, First Floor, Chater Road.

A. S. MIHARA,
Manager.

Hongkong, 20th May, 1904. [643]

Mails.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS
KOBE	MAZAGON W. H. S. Hall	About 18th October	Freight only.
SHANGHAI	SIMLA F. R. Summers	About 21st October	Freight and Passage.
LONDON, &c.	MALTA R. A. Peters	October 22nd Noon	See Special Advertisements.
SHANGHAI, MOJI and KOBE	BANCA J. B. Fergusson	About 25th October	Freight only.
(Passing through the Inland Sea.)			
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, and PORT SAID	MALACCA A. F. Street	About 28th October	Freight and Passage.

For Further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 17th October, 1904. [4]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

STEAM FOR:

SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA,

ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS;

ALSO

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON,

AND SOUTH AMERICAN PORTS.

Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers

and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS	SAILING DATES
ZIETEN	WEDNESDAY, 26th October.
PRINZESS ALICE	WEDNESDAY, 9th November.
PRINZ HEINRICH	WEDNESDAY, 16th November.
PRINZ REGENT LUITPOLD	WEDNESDAY, 23rd November.
PREUSSEN	WEDNESDAY, 7th December.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 21st December.
SEYDLITZ	WEDNESDAY, 4th January, 1905.
GNEISENAU	WEDNESDAY, 18th January.
BAYERN	WEDNESDAY, 1st February.
PRINZ HEINRICH	WEDNESDAY, 15th February.
SACHSEN	WEDNESDAY, 1st March.
PRINZESS ALICE	WEDNESDAY, 15th March.
PRINZ REGENT LUITPOLD	WEDNESDAY, 29th March.
PREUSSEN	WEDNESDAY, 12th April.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 26th April.

ON WEDNESDAY, the 26th day of October, 1904, at Noon, the Steamship "ZIETEN," of the NORDDEUTSCHER LLOYD, Captain F. von Binner, with MAILED, PASSENGERS, SPECIE and CARGO, will leave this Port at above, calling at NAPLES and GENOA. Shipping Orders will be granted till NOON, on MONDAY, the 24th October, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 25th October, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 25th October. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement. The Steamer has splendid Accommodation and carries a Doctor and Stewardesses. Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,

AGENTS.

Hongkong, 17th October, 1904. [3]

Intimations.

LANE, CRAWFORD & CO.,

SPORTS DEPARTMENT.

NEW STOCK OF

TENNIS Rackets, Balls, Nets, Poles and Markers.
CRICKET Bats, Balls, Stumps, Gloves, &c.
FOOTBALLS. "Soccer" and "Rugger," Pumps, &c.
GOLF Clubs, Balls, &c.
HOCKEY Sticks, &c., &c.
CROQUET Sets, &c.
BOXING Gloves, 4 oz., 6 oz., & 8 oz.
SANDOW'S Developers.

LARGEST STOCKS IN THE EAST,

AND FROM

THE BEST MAKERS.

LANE, CRAWFORD & Co.

Hongkong, 22nd September, 1904. [38]

KUPPER PILSENER BEER.

THE LEADING BEER

IN THE

FAR EAST.

Telephone

No. 75.

SOLE AGENTS—

CALBECK, MACGREGOR & CO.,

15, Queen's Road.

Hongkong, 6th October, 1904. [44]

Intimations.

Concentrated strength,

sustenance and energy—that's what Bovril is. Bovril represents a perfectly scientific combination of the stimulative and flavouring features of meat-extract with the nutritive properties of beef. Bovril is readily taken and easily digested, and assimilated by even the most feeble constitution.



TRADE



MARK.

TELEPHONE No. 135.

ASK FOR

CLUB WHISKY

AND SEE YOU GET IT.

ITS PURITY IS GUARANTEED BY THE DISTILLERS CO., LIMITED,
EDINBURGH.

THE LARGEST DISTILLERS IN THE WORLD.

Sole Agents,

H. PRICE & CO.,

12, QUEEN'S ROAD CENTRAL.

Hongkong, 15th April, 1904. [41]

JOHN DEWAR SONS & Co., PERTH

WHISKY,

Extra Special \$16.00 per case 12/1

White Label \$24.00 " " 12/1

KRUSE & Co.,
SOLE AGENTS.

CONNAUGHT HOUSE,

Hongkong, 1st July, 1904. [778]

This space is reserved for

LONG, HING & Co.,

PHOTO GOODS DEALERS,

17a, QUEEN'S ROAD.

Hongkong, 18th August, 1904. [946]

PO CHEUNG & Co.,

昌寶

14, QUEEN'S ROAD CENTRAL.

FURNISHERS AND UPHOLSTERERS

GENERAL DOMESTIC GOODS, &c.,

COUNTERS, PARTITIONS, FITTINGS, &c.,

MADE TO SIZES AND PARTICULARS.

DESIGNS FORWARDED ON APPLICATION.

TELEPHONE 460.

Hongkong, 16th August, 1904. [833]

HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

Hongkong, 4th December, 1903. [26]

MACAO AND CANTON HOTELS.

A LITTLE CHANGE.

The round trip from HONGKONG to MACAO, thence to CANTON and back to HONGKONG, will be found interesting and enjoyable.

Wm. FARMER, Proprietor.

JAPAN



COALS.

THE MITSUI BUSSAN KAISHA (MITSUI & Co.)

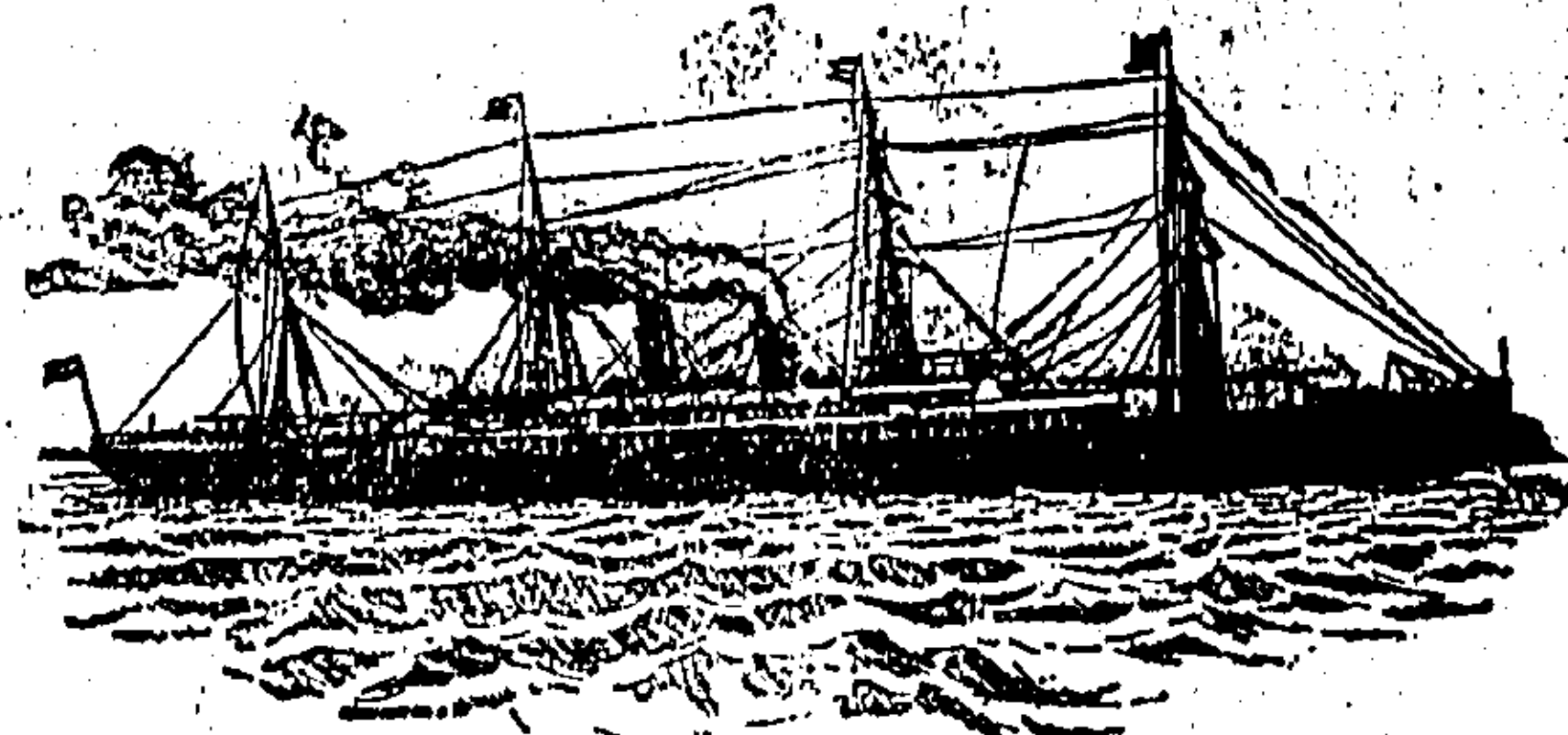
HEAD OFFICE:—1, SURUGA-CHO, TOKYO.
LONDON BRANCH:—34, LIME STREET, E.C.
HONGKONG BRANCH:—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Fort Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Malsura, Kure, Shimonoeki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinotani, Sasabe, Miike, Hakodate, Taipei, &c.

Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG.

"KOREA"	11,276 Gross Tons	SATURDAY, 25th October, at Noon.
"GAZEL"	4,205 "	TUESDAY, 8th November, at Noon.
"MONGOLIA"	13,939 "	TUESDAY, 22nd November, at Noon.
"AMERICA MARU"	6,300 "	TUESDAY, 29th November, at Noon.
"CHINA"	5,060 "	SATURDAY, 3rd December, at Noon.
"DORIS"	4,784 "	SATURDAY, 17th December, at Noon.
"MANCHURIA"	8,750 "	SATURDAY, 24th December, at Noon.
"COPTIC"	4,352 "	TUESDAY, 3rd January, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th, 28th, 1902; 10 days, 15 hours.

THE P. M. Steamship "KOREA" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 25th October, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are granted and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

FEATURES OF THIS LINE.

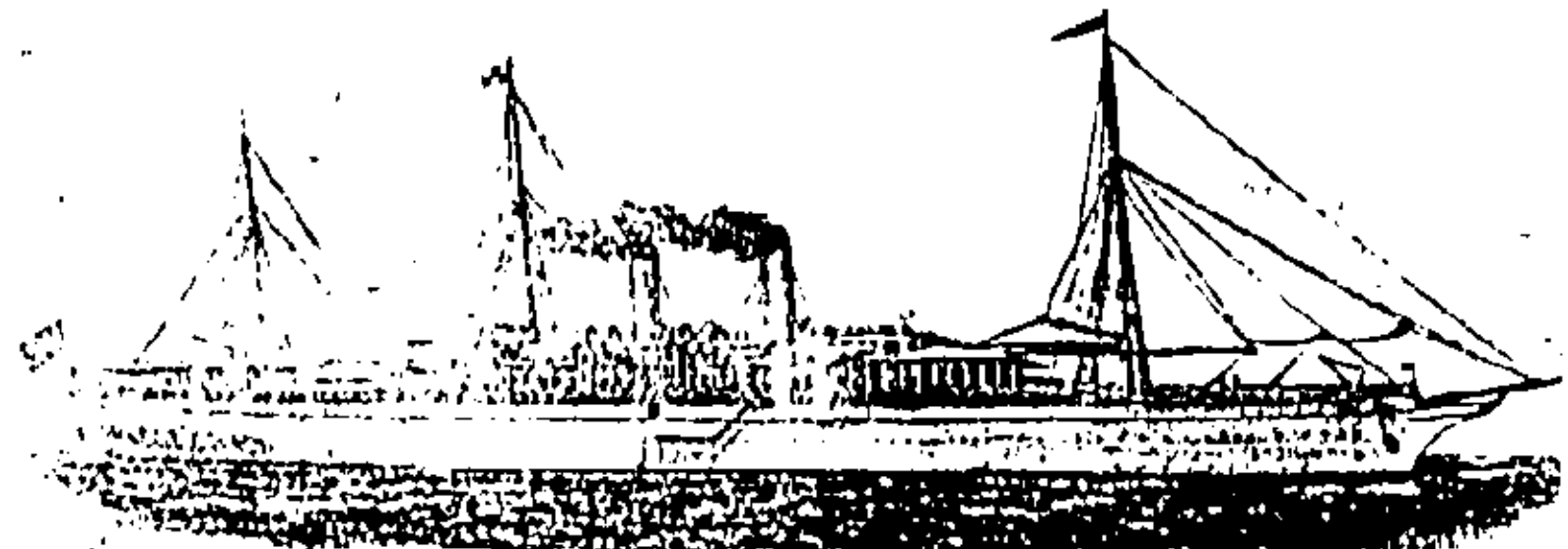
The largest and steadiest and fastest passenger ships on the Pacific. Southern Route; passengers enjoy out-door thoroughness; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific.

Sailings positively on schedule date.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

E. W. TILDEN, Agent.

Hongkong, 15th October, 1904.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

SAFETY. SPEED. PUNCTUALITY.

SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.

"EMPRESS" Twin Screw Steamships—5,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "EMPRESS OF CHINA" ... 6,000 Tons ... WEDNESDAY, 19th October.

"TARTAR" ... 4,425 " ... WEDNESDAY, 2nd November.

"EMPRESS OF INDIA" ... 6,000 " ... WEDNESDAY, 16th November.

"EMPRESS OF JAPAN" ... 6,000 " ... WEDNESDAY, 14th December.

"ATHENIAN" ... 2,440 " ... WEDNESDAY, 28th December.

"EMPRESS OF CHINA" ... 6,000 " ... WEDNESDAY, 11th January, 1905.

Hongkong to London, 1st Class, ... via St. Lawrence ... via New York ...

Hongkong to London, Intermediate on Steamers, and 1st Class Rail ...

THE magnificent Twin-screw "EMPRESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to

D. W. CRADDOCK, Acting General Agent,

9, Pedder's Street.

Hongkong, 12th October, 1904.

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Shipping—Steamers.

HONGKONG, CANTON, MACAO AND
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM"	1,351 tons	Captain R. D. Thomas.
"POWAN"	1,351 "	G. F. Morrison, R.N.R.
"FATSHAN"	1,351 "	W. A. Valentine.
"HANKOW"	1,351 "	B. Branch.
"KINSHAN"	1,351 "	J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 8.30 P.M. and 10 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M., 2.30 P.M. and 5.30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN"	1,995 tons	Captain H. D. Jones.
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Departures from Hongkong to Macao on week days at 2 P.M.

Departures on Sundays at Noon.

Departures from Macao to Hongkong daily at 8 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN"	1,919 tons	Captain T. Hamlin.
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This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM"	588 tons	Captain J. Wilcox.
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"NANNING" ... 569 " ... C. Butchart.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., and the other leaves Wuchow for Canton on the same days at about 8 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,

18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel

Or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 30th September, 1904.

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Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of
entrance, top 85 ft.; bottom 75 ft.
Water on blocks, 27.5 ft. Time to
pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of
entrance, top 80.5 ft.; bottom 45.8
ft. Water on blocks, 26.5 ft. Time
to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Works, No. 506; General, No. 378.

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903.

[595]

ROYAL AERATED WATERS

MANUFACTORY.

PRODUCE the highest Class AERATED WATERS in the Far East on account of their High Class Machinery and also of the superior ingredients they use in the manufacture of their goods, and the cleanliness, &c., are all under strict supervision of Europeans only.

REPORT OF AN EXPERT.

The representative of Messrs. BRATBY and HINCHLIFFE, LIMITED, Aerated Water Engineers and Chemists, Manchester, visited our factory recently in the course of a tour amongst Eastern Aerated Water Makers, and was greatly surprised at the compactness of our factory and also the methodical way in which everything pertaining to the making of Aerated Waters was carried out. He also expressed himself strongly on the absolute cleanliness of our whole establishment, which he assured us was equal to any he had yet visited and superior to a great many. He also reported that the quality of our goods was of a first class nature, and they showed that scrupulous care was exercised in the course of their manufacture.

Order Books and Price List. Please apply to FACTORY and OFFICE, West Point, Tel. 367. Depot, Ice House Street. Tel. 374. Dr. V. DANENBERG & F. P. DANENBERG, General Managers.

Hongkong, 20th May, 1904.

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HONGKONG YOUNG MEN'S
CHRISTIAN ASSOCIATION.

CHINESE DEPARTMENT.

26, Des Vœux Road Central.

THE NIGHT SCHOOL of the above will open for its regular Autumn Session on TUESDAY, October 19th. Books open for registration till October 15th.

SUBJECTS TAUGHT: Shorthand, Typewriting, Book-keeping, Commercial Correspondence, English (Primary, Intermediate and advanced), Mandarin, French, German, Japanese, Music and the English Bible.

FEES very moderate. FULL PARTICULARS in our printed EDUCATIONAL ANNOUNCEMENT which will be furnished upon application.

Hongkong, 1st October, 1904.

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Intimations.

Wm. Powell, Ltd.

Hours—8.30 A.M. to 6 P.M.

SEASON 1904-5.

ON MONDAY, OCTOBER 18th,

we shall have on view the following

fine selection of

NEW GOODS.

LADIES' DEPT. . .

ALEXANDRA BUILDINGS.

Silk and Satin Ribbons.

Rich Trimmings.

Dainty Motifs.

Plaid and Fancy Dress Materials.

Trimmed and Untrimmed Felt
and Straw Hats.

Lace Flannels and Scarves.

Vivette Flannels.

Flowers and Foliage.

Wings and Quills.

Fancy Chiffons.

Silks and Gauzes.

Smart Winter Jackets.

FURNISHING DEPT.

Madras Curtain Muslins.

Printed Sateens.

New Cretonnes.

Hemmed Linen Pillow Cases and

Damask Cloths.

Linen Hookerback Towels.

Teneriffe Tray Cloths & Doyleys.

Splendid Selection of Damask

Napkins and Table Cloths.

Carpets and Carpet Squares.

Bugs in all makes and sizes.

&c., &c.

GENTS' DEPT. . .

88, QUEEN'S ROAD.

Hours—8.30 A.M. to 6 P.M.

Black Felt Bowler Hats.

Straw Boaters.

Tweed "Kenyon" Hats.

A good Selection of Motor Caps.

Dress Shirts and Collars.

Walking and Dress Boots.

Patent Oxford Pumps.

Flannel Pyjamas.

Fine Selection of Travelling

Rugs.

Winter Underwear.

&c., &c., &c.

Wm. POWELL, Ltd.
HONGKONG.

Hongkong, 1st October, 1904.

Intimations.

UNION INSURANCE SOCIETY OF
CANTON, LIMITED.
NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that the THIRTY-FIRST ORDINARY YEARLY MEETING of the Society will be held at its Head Office, No. 1, Queen's Buildings, Hongkong, on THURSDAY, the 20th October, 1904, at Noon, for the purpose of receiving the report of the Directors, together with Statements of Accounts for the year 1903, and for the half year ending 30th June, 1904, and of declaring Dividends, etc.

The TRANSFER BOOKS of the Society will be CLOSED from the 7th to the 21st October, both days inclusive.

By Order of the Board,

C. MONTAGUE EDE,

Acting Secretary.

Hongkong, 21st September, 1904. [1057]

CANTON INSURANCE OFFICE,
LIMITED.

NOTICE TO SHAREHOLDERS.

THE TWENTY-THIRD ORDINARY GENERAL MEETING OF SHAREHOLDERS will be held at the Offices of the Underigned at 12 o'clock (Noon), on FRIDAY, the 21st proximo.

The TRANSFER BOOKS of the Company will be CLOSED from the 7th to the 21st proximo, both days inclusive.

JARDINE, MATHESON & Co.,

General Agents,

Canton Insurance Office, Limited.

Hongkong, 29th September, 1904. [1057]

MINISTERING CHILDREN'S LEAGUE.

A BAZAAR will be held on SATURDAY, October 22nd, at the VOLUNTEER PARADE GROUND, (kindly lent by Major Pritchard and the Officers, Hongkong Volunteer Corps) from 2 to 5 P.M.

Toboggan Slide, Dramatic Entertainment and Children's Play.

The proceeds will be given to the Victoria Home and Orphanage, the School for Blind Children, and other Charities.

Tea: Adults 20 Cents; Children 5 Cents.

Admission Free.

By kind permission of Major Caulfield and Officers, 110th "Abratta" Lt. Infy., the Band will play during the afternoon.

NO CHITS TAKEN.

Hongkong, 14th October, 1904. [1134]

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT

In Casks of 375 lbs. net \$5.00 per Cask ex Factory.

In Bags of 250 lbs. net \$3.20 per Bag ex Factory.

General Managers,

SHAW, TOMES & Co.,

Hongkong, 2nd September, 1904. [78]

THE CHINA AND JAPAN TELEPHONE
AND ELECTRIC COMPANY,
LIMITED.

HONGKONG EXCHANGE.

S U B S C R I P T I O N S .

PAYABLE QUARTERLY IN ADVANCE.

EXCHANGE LINES: \$25 Per Quarter.

NO CHARGE FOR INITIAL

INSTALLATION.

N.B.—A Special Charge is made for Lines

more than average length.

DESK TELEPHONES

For a small additional annual charge Desk

Sets can be supplied.

ELECTRIC SUPPLIES.

BATTERIES.

CHEMICALS.

ELECTRIC BELLS.

INSULATORS.

SWITCHES.

TELEPHONES.

WIRE.

&c., &c., &c.

SEND FOR PRICE LISTS.

ELECTRIC BELL INSTALLATIONS.

Estimates given for all kinds of Electrical

Work.

ADDRESS—1, ICE HOUSE ROAD.

W. STUART HARRISON,

Manager.

Hongkong, 12th April, 1904. [1056]

BENEFICIAL YAWNS.

IMPOLITE BUT HEALTHY EXERCISE.

A good, wide, open mouthed yawn, says a medical journal, is a splendid thing for the whole body. A yawn is Nature's demand for rest; some people think they only yawn because they are sleepy, but this is not so. You yawn because you are tired. You may be sleepy also, but that is not the real cause of yawning. You are sleepy because you are tired, and yawn because you are so.

Whenever you feel like yawning you ought to yawn, and not try to suppress it. If in a place alone, where a stretch can be indulged in at the same time as the yawn, it is excellent, for this is Nature's way of relaxing the muscles. Don't be afraid to open the mouth wide, and yawn and stretch whenever you feel like it.

Indeed, if you are very tired, but do not feel like yawning, there is nothing that will rest you so quickly as to sit on a straight-back chair, and, lifting the feet from the floor, to push them out in front as far as possible, stretch the arms, put the head back, open the mouth wide, and make yourself yawn. The tense nerves will relax, the contracted muscles will stretch, and the whole body will be rested. Do this two or three times when you are tired, and the result will be wonderful. —Daily Mirror.

IN THE LAND OF RAISULI.

When not fixed up for visitors, the Moorish woman is always en deshabille, writes Emma Paddock Telford in the Pilgrim, lounging about all day in a loose cotton or muslin nightgown, rose or yellow being her favourite shades, her bare feet thrust into slippers very much down at the heel and a flower stuck in her wisp of uncombed hair, which from a continual use of henna dye is apt to break out in patches of yellow, green or gray. Hair brushes are unknown, a very coarse comb alone being used, which may account for the fact that the hair is never glossy or well kept. She has a devouring passion for paints, powders and perfumes, attar of roses and sandalwood being in special demand.

Beside using henna on the hair, which gives an auburn or red tint when first applied, it is also used on the soles of the feet and toes, the palms of the hands the fingers' ends and the calves of the legs. When she takes her walks abroad she is completely enveloped in the "haik" or the "schele," the former an adaptation of the "burnous" worn by the men, the latter a shawl or cloak in one, something after the style of the Spanish mantilla.

The Jewish women, who have a quarter of their own and seldom so into the city, cover their heads with white cashmere shawls, pulling the fringe across the face. Strings and buttons are unknown to women of all classes and stockings are never darned, but used until they fall in pieces.

Men's garments are all made in public shops where they are both cut and sewed by men. The trousers consist of a long piece of cloth folded, with the ends sewed together, as well as one side with the exception of two holes left for the introduction of the legs. The style and cut of the jacket depends upon the rank, calling or nationality of the wearer.

A WEB-SPINNING ANT.

One of the most interesting observations made in ant life, says Andrew Wilson, the scientist, was that which showed that a certain red ant has evolved the habit of web-spinning. The ways of this species were noted in the botanic gardens at Peradeniya, Ceylon, by E. G. Green. The extraordinary part of the story is that these ants used larvae as their spinning machines, the larvae employing their silk threads, used to make the cocoons, as their sewing machines.

Mr. Green took some leaves which had been sewed together by the ants and unfasted the stitches. The separated edges were drawn together by the ants and then, an hour afterward, the larvae or grubs, held in the mouths of the ants, were seen to be passed backward and forward across the gaps made in the leaves. The movements of the grubs were duly directed by the ants, and the silk threads spun by the mouths of the larvae soon repaired the defects in the leaves.

THE GULF STREAM.

Is the Gulf Stream, to which we are indebted for the mildness of our climate, altering its course, or its rate of flow? The question seems to be exciting a good deal of attention just now, but, unfortunately, the evidence is not sufficiently clear to permit of a decisive answer.

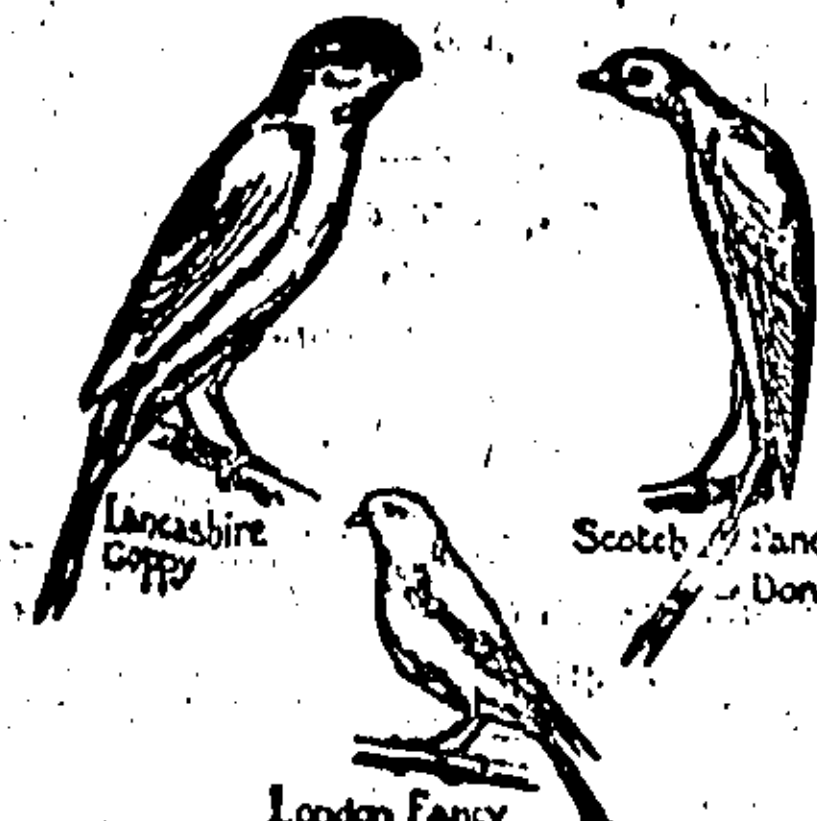
The records obtained by Atlantic liners do certainly afford some evidence that the velocity is increasing, but there are many circumstances which might explain this, and prove it to be of quite a temporary character. The superficial velocity is mainly determined by the atmospheric pressure, and the varying amount of friction between the air and water at the surface. The records tell us, therefore, as much about the barometric pressure as they do of the motion of the Gulf Stream.

But the evidence deduced from a comparison of the logs of different liners cannot be satisfactory, unless we are in a position to take into account their relative displacement, and their depth below the water line. As these vessels increase in dimensions, the conditions under which the voyages have been made have altered, and the comparison becomes more complicated. But taking into account Professor Langley's determination of a possible alteration in the amount of the sun's radiation, the probability that the earth is receiving less heat from the sun, it is a point (says the Liverpool Post) to which close attention should be directed.

A THIRTY GUINEA CANARY.

CHAT WITH AN ENGLISH BREEDER.

Among Canaries the Lancashire Copsy is the giant and the London Fancy Canary the dwarf. A good Copsy has fetched as much as thirty guineas, and the art of breeding is an engrossing pursuit, making great calls on the skill of fanciers. In a talk with a Saw representative, Miss Burgess, sister of a London Canary enthusiast, whose room was full of cages, said that there were times when the work of feeding and caring for them had been too much for her. "It was about two years ago," she explained, "and if I had not taken Dr. Williams' pink pills for pale people I do not know what would have become of me. My illness began with a nasty, hacking cough, which gave me no rest, night or day. I found



the greatest difficulty in getting my breath. I thought I was suffering from indigestion, and so little good did my food do me that I became thinner and thinner until I was at last a mere shadow. At the Jubilee Hospital, one of the physicians said he had never seen a woman so thin as I was. They told me that it would take a long time to pull me round. I was given cod-liver oil and tonics. I hadn't even strength to climb up the three flights of stairs at the hospital. I had to rest every few stairs, and when I did reach the top it was a long time before I could get sufficient breath to speak to anyone. When my breath did come back I began to cough, but what frightened me most was when a little blood came.

"I had a terribly relaxed throat, and at the end of the fifth week, when I was examined again, I was told that I had a very serious lung complaint, which had brought on weakness of the heart. They said there was no medicine in the world that would do me any good while I lived in London, and that if I wanted to get well I should have to live in the country. This was impossible, and I need hardly tell you that I was very miserable when I came home that day.

"At last I determined to try Dr. Williams' pink pills for pale people, and I am thankful that I did. I could get to sleep at night before I had finished the first bottle, in fact, my brother will tell you that I began to look better when I was only three-parts through it. When I had about half finished the second bottle what was so gratifying to me was to find that my hands and feet were beginning to get warm, whereas they had been cold for years. I could eat better, sleep better, walk up and downstairs easier, get through my work more quickly, and I took more interest in the Canaries, and began to put on flesh and enjoy a good walk. In all I have taken but seven bottles of Dr. Williams' pink pills for pale people, and now I feel better than I have ever felt in my life."

Miss Burgess, who lives at 68, Stanley-road, Fulham, London, is an example of what these pills are capable of doing for people who have too little blood; for Anemia was really at the root of her trouble, and there is no doubt that but for Dr. Williams' pink pills for pale people she would have gone into a consumption. These pills make blood. That is the secret of their cures. Whatever diseases arise from too little blood, a blood that lacks richness and purity, they can cure, just as surely as food cures hunger. Blood is the food of the body; Dr. Williams' pink pills are the food of the blood. The genuine pills always bear Dr. Williams' name, and substitutes are useless and fraudulent. Dr. Williams' medicine company, Holborn-viaduct, London, will send a bottle post-free for two shillings and nine-pence to any address. It is by making new blood that they cure anemia, bile, consumption, decline, indigestion, St. Vitus' dance; it is by making pure blood that they cure rheumatism, kidney diseases, eczema, and all skin troubles. They prove the appetite almost from the first dose, and they give strength to everyone. [57]

COMMERCIAL

TO-DAY'S EXCHANGE.

London—Bank T.T. 1/10
Do. demand 1/10 1/16
Do. 4 months' sight 1/10 1/16
France—Bank T.T. 2/30
America—Bank T.T. 44 1/2
Germany—Bank T.T. 1.87
India T.T. 137
Do. demand 137 1/2
Shanghai—Bank T.T. 7 1/2
Japan—Bank T.T. 90 1/2
Singapore—Bank T.T. Nominal
Java—Bank T.T. 110 1/2

Buying.
4 months' sight L/C 1/10 1/16
30 days' sight San Francisco & New York 45 1/2
4 months' sight do 45 1/2
30 days' sight Sydney and Melbourne 45 1/2
4 months' sight France 2.34
6 months' sight do 2.31 1/2
4 months' sight Germany 1.91 1/2
Bar Silver 26 1/2
Bank of England rate 5 1/2

OPPIUM QUOTATIONS.
To-day's quotations are as follows:—
Malwa New 1,070/1,100
Old 1,120/1,150
Older 1,180/1,210
Oldest 1,280/1,320
Patna New 61 1/2
Patna New 61 1/2
Patna (Paper) 850/920

Intimations.

ROBINSON PIANO
COMPANY, LIMITED.NEW IRON - -
FRAMED - -

PIANOS

\$425.

GUARANTEED FOR CLIMATE.

MASTER PIANO
PLAYER

\$385 & \$500

PIANO AND PLAYER \$800.

PERSONALLY SELECTED

PIANOS

BY

BECHSTEIN, KAPS,

HOPKINSON,

KRAUSS, HAAKE,

RACHAL'S

CABIN PIANOS.

HIRE OR CREDIT.

TALKING - -
MACHINES. - -

AN ACTUAL REPRODUCTION OF

THE HUMAN VOICE.

Hongkong, 14th October, 1904. [39]

CHRISTMAS AND NEW YEAR GIFTS

FOR

HOME FRIENDS.

MACEWEN, FRICKEL & CO.

UNDERTAKE to Deliver Gifts, etc. (Free

of Charge to Consignees) in any part of

the World.

LATEST SHIPPING DATES.

To England Nov. 8th

To France Nov. 15th

To Germany Nov. 9th

To Italy Nov. 9th

To United States via San Francisco Nov. 8th

To United States via Suez Canal Oct. 10th

To India Oct. 10th

To South Africa Oct. 31st

To Australia Oct. 31st

To Canada Nov. 8th

CHINA PARCELS EXPRESS.

OFFICE—3, DUNDRELL STREET.

Hongkong, 7th October, 1904. [1116]

ESPECIAL OLD TOM GIN

Marshall and

Elvy's

DOUBLY DISTILLED

AND OF

MATURED AGE.

TO BE OBTAINED FROM—

THE MUTUAL STORES,

Des Vaux Road.

Hongkong, 11th May, 1904. [608]

FURNITURE WAREHOUSE.

LI KWONG LOONG,

李廣隆

CABINET-MAKER AND ART DECORATOR,

from Shanghai, has opened a

FURNITURE STORE

at

No. 1, WYNDHAM STREET.

The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE

of every description can be made to

order in any design required.

Has been patronised by the Hongkong Club,

Hongkong Hotel, Messrs. A. S. Watson & Co.,

Ld., Joint Telegraphs Co., and other leading

Establishments in the Colony, to whom reference

may be made as to the Superior Work-

manship and Materials of the Furniture, &c.,

supplied.

Messrs. A. S. Watson & Co., Ltd. write as follows:—

We have pleasure in stating that Mr. LI

KWONG LOONG furnished the Annex to

our Dispensary and gave us every satisfaction.

(Sd.) A. S. Watson & Co., Ltd.

ORDERS punctually attended to, and

CHARGES most moderate.

AN INSPECTION INVITED.

Hongkong, 2nd September, 1904. [999]

Intimations.

HONGKONG HIGH LEVEL TRAM-
WAYS COMPANY, LIMITED.TIME TABLE
(on and after 1st October, 1904.)

WEEK DAYS:
6.45 a.m. to 7.00 a.m. Every 15 minutes.
7.30 a.m. to 8.00 a.m. Every 10 minutes.
8.00 a.m. to 8.30 a.m. Every 15 minutes.
8.30 a.m. to 9.30 a.m. Every 15 minutes.
9.30 a.m. to 11.00 a.m. Every 15 minutes.
11.30 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 15 minutes.
1.15 p.m. to 2.15 p.m. Every 15 minutes.
2.15 p.m. to 3.00 p.m. Every 15 minutes.
3.30 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 8.00 p.m. Every 10 minutes.

NIGHT CARS.
8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m.
every half-hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m. Every 15 minutes.
9.00 a.m. to 9.30 a.m. Every 30 minutes.
9.30 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.00 Noon to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 6.00 p.m. Every 15 minutes.
6.00 p.m. to 7.00 p.m. Every 15 minutes.
7.00 p.m. to 8.00 p.m. Every 10 minutes.

NIGHT CARS as on Week Days.

SATURDAYS.

Extra cars at 11.30 and 11.45 p.m.

SPECIAL CARS by Arrangement at the

Company's Office, ALEXANDRA BUILDINGS,

Des Vaux Road Central.

JOHN D. HUMPHREYS & SON,

Intimations.



A. S. WATSON & CO.,
LIMITED.
WINE AND SPIRIT MERCHANTS
ESTABLISHED A.D. 1841.

THE FINE
MELLOW
FLAVOUR
OF OUR CELEBRATED
E
BLEND
VERY OLD LIQUEUR
SCOTCH
WHISKY.

IS ATTAINED ONLY BY

Great Age, being
thoroughly matured
and Superior Quality
Uniformly Maintained.

Price \$16.50 per Dozen.

A. S. WATSON & Co.,
LIMITED.

ALEXANDRA BUILDINGS.

Hongkong, 15th September, 1904.

[35]

TELEPHONE NO. 410.
CABLE ADDRESS: "ACHEE," HONGKONG
A. B. C. CODE, 4TH EDITION.
ESTABLISHED 1859.

A CHEE & CO.,
祥利廣
17, QUEEN'S ROAD.
FURNITURE
DEALERS.

DRAWING-ROOM,
DINING-ROOM,
and BED-ROOM
FURNITURE.
ELECTRO-PLATED,
GLASS, and
CHINA WARES.
PASTEUR'S MICROBE-PROOF
FILTERS,
ROCHESTER LAMPS,
WHITE TURKISH TOWELS.
COUNTERPANES.
COOKING RANGES,
KITCHEN UTENSILS, and
HOUSEHOLD REQUISITES.

**PHOTOGRAPHIC
DEPARTMENT.**
DEVELOPING and PRINTING
UNTAKEN for AMATEURS.
GOOD WORK.
PROMPT RETURN.

Hongkong, 8th January, 1904.

[45]

E. C. WILKS & Co.,
MARINE SURVEYORS,
CONSULTING ENGINEERS AND
NAVAL ARCHITECTS.

COLLISIONS and Damages Surveyed.
Salvage Work undertaken.
Ship Designs and Specifications prepared.
Agents for the Construction and Sale of Steam
and Motor Launches.

Contract for New Tonnage on reasonable terms

with First-class Builders.

A large stock of Canadian Asbestos and

Asbestocel goods kept.

Agents for Messrs. Allen & Sons Electrical

Plant and Centrifugal Pumps.

Telegram Address: Telephone—No. 358.

MARINEWORK. Hongkong, 3rd May, 1904.

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NOTICE

All communications intended for publication in
the "HONGKONG TELEGRAPH" should be
addressed to The Editor, 1, Ice House Road, and
should be accompanied by the Writer's Name and
Address.
(Private business communications should be addressed
to The Manager.)
The Editor will not undertake to be responsible for
any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).
DAILY—\$30 per annum.
WEEKLY—\$12 per annum.
The rates per quarter and per month, proportional
to the daily rate, are delivered free when the address is
accessible to messenger. On copies sent by post an
additional \$1.80 per quarter is added for postage.
The postage on the weekly issue to any part of the
world is 30 cents per quarter.
Single Copies, Daily, ten cents; Weekly, twenty-
five cents.

BIRTHS.

On 10th October, 1904, at No. 48, Range
Road, Shanghai, the wife of J. J. JUDAH, of a
daughter.
On 12th October, at No. 3, Yates Road,
Shanghai, the wife of ALEXANDER DUER, of a
daughter.

MARRIAGES.

On 8th Oct. at Christ Church, Galle Face,
Colombo, by the A. E. Dibben, EDMUND
SCOTT-RUSSELL, son of the late Walter Scott-
Russell and Margaret Scott-Russell, Richmond
Surrey, to EMILY KATE RILEY, daughter of the
late Richard and Elizabeth Riley, of Liver-
pool and Singapore.

On 8th October, at St. Andrews Cathedral,
Singapore, by the Rev. E. Griffith Evans, CON-
STANCE ETHEL, second daughter of Mr. and
Mrs. J. Bruce Robertson, to GILLES LIENUS,
Netherlands Trading Society, third son of the
late Lieut. General H. P. J. Hennus, Dutch
Army.

DEATH.

On 10th October, at Ningpo, EDWARD
PELHIM, of the Imperial Maritime Customs,
aged 62.

The Hongkong Telegraph

HONGKONG, MONDAY, OCTOBER 17, 1904.

A ROYAL DEATH.

The aged King of Saxony who, two months
ago, returned to Dresden from Bad Gastein
with his health wonderfully improved by the
cure and the air of the Austrian mountains,
was then considered on the high road to
recovery from a lengthy illness. Not only had
the distressing pains in his limbs, and diffi-
culties of breathing disappeared, but His
Majesty increased several pounds in weight,
and appeared equal to several years of
vigorous life. But his age was against him, as
after a short stay at the Royal Palace, the
old symptoms re-appeared and King George
was again lying seriously ill. This time the
malady proved fatal; for, according to a
Reuter's wire, His Majesty has just passed
away. Thus, his short reign over this im-
portant Kingdom of Germany was terminated
in his seventy-third year. He was border-
ing on the three-score years and ten when
he succeeded to the throne on the death of
his brother Albert, in June of 1902, and,
sad to relate, it was but six months
later that life's troubles came upon the old
King in an unfortunate domestic event which
involved some of the highest royalty in
Europe. We refer to the severance of
the Crown Princess and Princess
of Saxony in whom King George had
centred all his hopes for the future.
Facts are too fresh in our memories to
need any lengthy recapitulation. Princess
Louise Antoinette, a daughter of Ferdinand,
formerly Grand Duke of Tuscany and now
an Archduke of Austria, married the Crown
Prince Frederick of Saxony, some thirteen
years ago, but early in 1903 became en-
amoured of her music tutor with whom she
subsequently fled, the marriage with the
Crown Prince consequently being dissolved
in February of that year. It was an event
which was so extraordinary of the kind that
the memory can be searched in vain to find
its parallel. If such a thing happened in
an ordinary family, the matter would be
kept secret, and the true state of affairs
would be concealed as long as possible.
But with the wife of a King's son, who was
then heir to the throne, it was entirely differ-
ent and the Press went into the matter with
particularity. The blow to the Saxon people
and to their King was a severe one. The
Archduke Leopold Ferdinand re-
nounced his rights as a member of the Im-
perial family, while Emperor Francis Joseph,
of Austria, was stunned by the proceedings
of his young relatives. To the aged sover-
eign the news came almost as a death blow,
and contributed much to the serious illness
which laid him low early last year. But
during his lengthy service in the army he
had seen much of the stern realities of life,
and was thus enabled to meet the misfortune
with fortitude. In 1866 he was a comman-
der of the Saxonian Infantry Division fight-
ing on the side of the Austrians in the war
with Prussia, while four years later he again
saw active service in the Franco-German
war. There were six children of his marriage
with a daughter of the late King Ferdinand
of Portugal, the eldest son Prince Frederick
August, who is now in his fortieth year,
succeeding his father as King of Saxony.

LOCAL AND GENERAL.

ADMIRAL NOEL, R.N., arrived at Tientsin on
the 6th and went on to Peking on the 7th.

It is stated that the missing Captain von
Gulgenheim and Lieut. Cuverville did not
return to Port Arthur.

THE river gunboat *Robin* is due here, as we
are going to press.

ELEVEN miners were drowned in the Ching
Ching coal mine in Chihli on the 30th ult. by
an influx of water.

MR. Assimpiani, of Peking, died of hydropho-
bia on the 4th. He had no recollection of hav-
ing ever been bitten by a dog.

A RUMOUR is again in circulation to the effect
that Viceroy Alexieff will succeed M. Lams-
dorff as Russian Foreign Minister.

THE only case of communicable disease, notifi-
ed as having occurred in the Colony last week
was one of enteric fever, imported from Manila.

THE Japanese have reopened the railway line
between Dalny, Newchwang, and Liaoyang,
and some ten trains a day are now running
between these points.

THE Chinese cruisers *Kingching* and *Nanshen*
are ordered to be on duty as guardships to
watch the Russian warships now detained in
Shanghai.—*Sinwunguo*.

MR. R. H. Cook, who had been appointed to
the agency of the Hongkong Shanghai Bank-
ing Corporation at Foochow, died suddenly of
heart failure on 24th ult.

THE British steamer *Taiping*, formerly the
blue-funnel liner *Licetes*, was towed down the
river on 9th deeply laden. She has cleared
for Hongkong, says the *N. C. D. News*.

AT the Magistracy this morning Mr. Kemp
fined a Chinaman from Kowloon city \$100 for
illegally boiling opium, and \$25 for selling
same without a permit from the Opium Farmer.

AT the Singapore Marine Court the master of
the *Sabine Rickmers* prosecuted twelve of his
Chinese firemen for wilful disobedience to his
lawful commands. They got three weeks each.

MESSRS. Gibb, Livingston & Co. inform us
that the s.s. *Abdal* arrived at Durban on Sat-
urday, and reports all the coals well, and landed
safely. There was no sickness during the
voyage.

THE man who was reported to have been
killed instantaneously by a fall from the veran-
dah of his shop in Queen's Road West, on
Friday last, was alive and progressing well, at
noon to-day.

ACCORDING to the *Chifoo Daily News* mis-
chievous natives are trying to sow seeds
of discord among intending immigrants for
South Africa. It is misdirected energy, how-
ever, adds the papers.

WE learn that Mrs. Matilda Moore, sometime
proprietress of Pelham House boarding estab-
lishment who returned to England in June
last, have been married in Portsmouth, to Mr.
Harry Wilkins, late of the Kowloon Docks.

A San Francisco telegram of 12th inst. says,
a change is announced in United States diplo-
matic circles. Edwin H. Conger, minister to
China, resigns and will be succeeded by W. W.
Rockhill, director of the bureau of American
republics.

MANY papers have reported that the Waiwupu
has settled with Sir Ernest Satow for the return
of Weihaioi but the report has proved to be
unfounded and the Waiwupu is waiting until
Port Arthur has actually fallen.—*Universal
Gazette*.

IT is notified that H. E. the Governor has
given directions for the rescission of the
Proclamation No. 4 of 1904, declaring Tainan-
fu and Anping in Formosa to be ports or
places at which an infectious or contagious
disease prevails, and that the same is rescinded.

THE third issue of Japanese exchequer bonds,
to the extent of eighty million yen, was an-
nounced on 12th inst. They bear 5 per cent
interest. The subscription opens on the 31st
of October and closes on the 7th of November.
The loan is for seven years, and the issue price
is 92 per 100 yen.

THE old gunboat *Linnet* has arrived in Troon
from Liverpool, after a passage of 27 hours,
which was fairly good work, as there was a
strong head wind blowing all the time. The
Linnet was stationed at Hongkong for a num-
ber of years, and has been lying up at Sheer-
ness for the last three years. She has been
purchased by the Liverpool Salvage Associa-
tion, and will be thoroughly overhauled and
fitted out as an up-to-date salvage boat. A
sister ship to the *Linnet* has been fitted out
for salvage purpose by a Belfast shipbuilding
company for the same owners.

ANOTHER performance of the five-act drama
"St. Louis in Chains," was given by the
Catholic Union on Saturday night. It was a
pity a little more attention was not paid to
punctuality as twenty minutes to ten o'clock
p.m. is somewhat late for the curtain to rise on
a play extending over five acts, the more so,
when it is to be followed by a farce, to make
preparations for which a long interval is neces-
sary. Mr. F. H. Barnes again filled the rôle of
the King of France, and was very successful
in his impersonation of that monarch, while
Mr. E. D. Rora was quite at home as the
"Dauphin". Mr. J. Lopes did creditable work
as "The Commander of the Mamelukes," with
the exception of his somewhat hasty delivery
of his utterances, which made him at times
quite indistinct. The other performers
were up to their usual form, and all worked
with a will. The drama was followed by the
laughable farce "Blue Bells," which was very
well staged. We understand that the Catholic
Union has in hand the preparation of the "pan-
tomime" "Ali Baba, or the Forty Thieves,"
which they expect to stage about Christmas
week.

THE S.S. "BARON GORDON."

FINALLY ABANDONED.
EXCITING OPERATIONS.

Much excitement was created this morning
in shipping circles when it was learned that
the s.s. *Hailong*, the salvage steamer chartered
by Sir Paul Chater's syndicate for the purpose
of salvaging the *Baron Gordon*, which was
stranded on Bonny Shoal, was coming into
the harbour. When she was said to have been
sighted speculation became rife as to whether
the much-talked-of *Baron Gordon* was at last
being brought into the safe waters of this
port. But investigations and inquiries proved
it that the "Baron" was not in tow, and an
interview with Mr. Jameson, by a representa-
tive of this journal, proved that the doom of the
vessel is not fixed, and that she is fast break-
ing up. Mr. Jameson stated that, on arriving at
the scene of the wreck of the *Baron Gordon* last
Thursday week, in attempting to get the first
boat to that vessel, with the Captain, Chief
Officer and Chief Engineer on board, and a
crew of four Chinamen, the craft capsized,
and for some time the captain was in im-
minent peril of his life; for, while
the others managed to fall clear, the skipper
was caught beneath the capsized boat and it
was some minutes before his position could be
ascertained and a rescue made. They man-
aged, however, to right the boat, and again
in the heavy sea, tried to reach the vessel,
but before arriving at the reef, she again
capsized on two occasions, though, while the
occupants were thrown into the boiling surf,
they fortunately escaped with no more
injury than that inflicted by the buffeting
of the waves. The boat, however, on the last
occasion was smashed to pieces and the in-
terprising mariners had to swim to the reef,
along which they managed to walk, thus
reaching the wreck, and at last getting
aboard the stranded *Baron Gordon*. The
seas were running high, and the surf was
washing round the already doomed vessel, so
that it was impossible to despatch a second
boat to her, as she would inevitably have been
dashed to pieces on the rocks in such seas as
were then running. Accordingly, they waited
and watched the weather and after two days,
finding the sea somewhat subsiding and the
surf on the rocks somewhat less fierce, a relief
expedition was formed, in charge of Mr.
Jameson to go to the assistance of the party on
the *Baron Gordon*. This party, after navigat-
ing around the reef for a time, on going to the
north found a passage through which, to the
southward of the ill-fated vessel, they were
enabled to pass, and enter a lagoon. But their
difficulties had not ended, as they had still
a thirteen-mile pull, in the blazing sun, before
they could get aboard. Mr. Jameson's boat
arrived and got the men aboard at 6.30 p.m.
Captain Crocker's boat putting in an appear-
ance about 7.30 p.m. while Mr. W. B. Waters
pulled up at 9 p.m. The crews of these three
boats were all thoroughly exhausted with their
protracted labours, during which they took
no food or water, so that when all were
finally aboard, the first thing they had to
do was to seek and prepare food, of which there
was but a scanty supply. The water was
brackish, and the men had to fall back upon
lime juice, of which alone there was a plentiful
supply. Having made such a meal as they
could muster up they stowed themselves
away for a good night's rest, and early
next morning steam was got up in the donkey
boiler of the *Baron Gordon* to test and try
the tanks. It was found, however, that they
were all in easy communication with the sea,
through their own bulkheads and the ves-
sel's bottom, and were simply full of holes.
At low water that morning the party as-
certained that the steamer lay high and dry
or both sides on the reef with immense boul-
ders of rock sticking right through her hull
into Nos. 2 and 3 holds. As the heavy N.E.
monsoon seas struck her unceasingly, these
holes were rendered larger, in such manner as
to show that nothing could be done to save
her, and that she must soon go to pieces,
probably breaking in half below her engines,
and then, being thus divided, slip off the
reef, and sink in the deeper waters around.
In such a dangerous position, with the im-
minent probability of her going any minute, with
the possibility of accompanying her the officers
made strenuous efforts to get the boats near
enough to save at least the compasses, (Sir
Wm. Thomson's) by lowering them down the
side. All such attempts were futile, and had
to be abandoned, while the intrepid party
barely managed to save their own lives, by
scrambling over the rocks and reefs to where
the lifeboats lay. In endeavouring to launch
this, it was deemed impossible to live in
such a sea, and a return was made to the
Baron Gordon, by some of the
crew, and oil was obtained to throw on the tur-
bulent waves. After over thirty tons had been
so expended, the boats finally got away in
safety, and returned to the *Hailong*. They
waited there for the night, and the roar of the
seas on the reef, and against the vessel's side
could be distinctly heard, while the hideous
grinding, crunching, and creaking, told of the
slow but sure doom of the ill-fated *Baron
Gordon*, whose bottom was simply ripped open
across its length and breadth.

The ship has been already described in
these columns, and it will be remem-
bered by our readers that she was only
launched last April, from the ship-building
yard of Messrs. William Connell and Co., of
Glasgow, her engines being supplied by
Messrs. Dunsville and Jackson, of the same
city. She was fitted up with all possible latest
up-to-date comforts, and, as Mr. Jameson said,
was "one of the finest boats inside and out,"
that he had ever seen "built for the
tramp trade, and in many respects compared
most favourably with some of the best liners of
the day, appearing in many ways to be quite
fit to take her place as a liner, and cater for a
passenger trade.

Finding that all attempts to save the doomed
vessel must prove absolutely hopeless, the
party, after long consultation among them-
selves, finally decided that the ship must be
left to the mercy of wind and wave.

THE CRIMINAL SESSIONS.

We understand that as soon as possible after
the arrival of the *Glory* and *Cressy* on the 21st
inst., the latter will go into dry-dock and then
coal. The storehouse *Humber* is expected here
shortly, and from the fact that she returns North
with stores it would seem that the departure of
the remainder of the Fleet for these waters has
been postponed.

THE CRIMINAL SESSIONS.

To-day finishes the Long Vacation in the
Courts, and to-morrow the Criminal Sessions take
place. The Chief Justice (Sir Henry S.
Berkeley) has only two charges to determine,
but both for their nature are of serious im-
port. In the first place an Indian policeman
will be indicted for the alleged commission of a
certain crime; and in the second instance, a
European, named Ilynes, recently employed as
an overlooker at Messrs. Butterfield & Swire's
new docks at Quarry Bay, will stand his trial
for the alleged manslaughter of a Chinaman.
His Lordship will take his seat on the Bench
at ten a.m.

IMPORTANT LAND SALES.

This afternoon Mr. George P. Lammert,
acting, under orders of the mortgagee, (Mr. F.
X. d'Almada e Castro, solicitor for the vendor)
sold by public auction, the leasehold property
known as No. 5, Bonham Strand. The sale
took place on the premises, and the property
was knocked down to Chinese for \$13,100.
The property is registered in the Land Office
as section "A" of Marine Lot No. 1 "A," and
the premises are held for the residue of the
term of 99 years, granted by an Indenture of
Crown Lease dated August 1874, subject to an
annual Crown Rent of \$18.00, being a proportion
of the rent, and to the covenants and condi-
tions contained in the lease.

At the offices of the Public Works Depart-
ment, was offered for sale this afternoon one
lot of Crown Land, adjoining Inland lot
No. 1,699 on lease for a term of 75 years,
commencing on the 4th February, 1901, with
the option of renewal at a Crown rent to be
hereafter fixed for a further period of 75 years.
The land in question is registered as Lot
No. 1,726, situated in Peak Road, containing
in all 2,400 square feet, and subject to an
annual Crown rent of \$16. The upset price
was \$600, and the property was acquired by
the Humphreys Estate and Finance Company,
Limited, in the absence of competition, for
\$620.

ROWING.

THE V.R.C. SCRATCH RACE.

The scratch four-oar race in connection with
the V.R.C., on Saturday afternoon, was by
no means exciting, but as a precursor of
rowing activity in the Colony, we can only
accord praise. In the first place five crews
entered, but R. Wittell was compelled to
scratch, as his conferees had to throw up the
sponge through sickness. Four boats came
under the orders of the starter, (Mr. G. A.
Caldwell), whilst Mr. R. H. B. Mitchell
officiated as judge. The crews were:—
F. P. Musso (stroke), R. W. Pearson, A.
Loureiro, R. Chunnett, F. M. Roza Pereira
(cox).

L. E. Lammert (stroke), H. C. Austen, J. D.
M. Cameron, J. P. Jordan, E. Humphreys
(cox).
J. Wittell (stroke), G. B. Macdonald, E. da
Silva, J. Cruickshank, E. Herbst (cox).
F. Rapp (stroke), E. F. Aucott, J. W. Bains,
H. M. Bain, "Peter" (cox).

Once under way misfortune befel Rapp's
crew, as Aucott's oar snapping, they had to fall
out. Lammert's boat was the popular fancy,
but Musso stroked his tub as to the manner
born, and got the better of an indifferent tussle
by half a length from Lammert.

THE CASE OF "EMPEROR OF
INDIA" versus CRUISER
"HWANIAN."

Mr. White Cooper, the Counsel for the Chi-
nese government in the case of *Empress of
India* versus Chinese cruiser *Hwanian*, has
received a letter from his agent in London
Mr. — name in Chinese (?) to the effect
that the petition of appeal has reached his
hands and the case will be heard at the Appeal
Court Privy Council (?) instead of the Admiralty
Court and Mr. — (?) and Mr. — (?), both
leading lawyers, have been engaged for the
Chinese government and the preliminary ex-
penses will be between £250 and £300 and each
time they appear in Court £75 will be charged
by each counsel and that Mr. — (?) had
already paid £250 on account and that the
C.P.R. Company had retained Mr. —
name in Chinese, a lawyer, as their adviser.—
Sinwunguo.

S.S. "CHENAN'S" NARROW
ESCAPE.

The C. N. str. *Chenan* arrived here to-day
from Tientsin, Chefoo and Tsingtau after an
exciting voyage from the Northern ports, says
Shanghai Mercury, of 11th inst. Captain Hun-
ter reports that at 7 p.m. the 5th inst. when the
ship was 86 miles S.E. of the Taku Bar a
searchlight began playing on the ship at
intervals; she was then about two miles ahead
of some ships showing lights. At 7.40 p.m. the
searchlight was constantly playing on the ship,
suddenly a projectile landed about forty feet off
the port beam, half a minute later another pro-
jectile landed right astern of the ship about
twenty feet distant, raising a column of water
high in the air. At 7.55 p.m. the ship was
boarded by a Japanese naval officer who pro-
ceeded to examine the ship's papers. He said
that his ship had fired two blank shots at the
ship to which no attention was paid, when he
was told that the so-called blank shots had
neither been seen or heard, he smiled, and
when he was informed how close the solid shots
had come to the ship he chuckled with satis-
faction. The officer acted in a very polite
manner and said that the name of his ship was
the *Suma*. The search was concluded and the
Chenan proceeded on her voyage at 8.45 p.m.

TELEGRAMS.

THE WAR.

PRINCE KANIN'S COLUMN

ENGAGED AT TATSUO RIVER.

Mr. M. Noma, Japanese Consul, forwards
us the following official telegrams:—
Tokio, 15th Oct., 4.5 p.m.
Marshal Oyama's report regarding the
engagements of Friday last is as follows:—
The column under Prince Kanin has now
been fighting at the left bank of the Tatsuo
at a point seven miles east of Penhsiho.
Our attacks and advance have been pro-
gressing satisfactorily throughout the whole
front.
Our left army captured ten more guns.

ENEMY'S PLAN OF ATTACK DESTROYED.

Tokio, 15th Oct., 8.25 p.m.

Marshal Oyama's further report of Friday's
engagement throughout the entire front of
all our armies is as follows:—
The enemy has been driven to the right
bank of Shaho, thus fundamentally destroy-
ing the enemy's plan of attack.
The enemy's casualties were estimated at
over 30,000 and their corpses buried by our
men on Thursday were over 2,000.
The booty was a vast number of rifles,
ammunition, cars, etc., besides guns already
reported.

ENORMOUS LOSSES.

Tokio, October 16th, 10.15 a.m.

Marshal Oyama's reports, of the 15th inst.,
state that 4,500 Russians were found dead
on the field in front of our right army, be-
sides many more yet unaccounted for.
A hundred more prisoners were taken.
It was estimated that the total Russian
loss was, at this quarter alone, over 20,000.
The Russian losses in front of the central
and the left armies are being investigated.

THOUSANDS OF CORPSES.

Tokio, 16th Oct., 2.10 p.m.

The number of the Russian corpses buried
by us up to Thursday, previously reported
as amounting to 2,600, refers to the quarter
of our left army alone.

Marshal Oyama's further reports state that
the estimates of the Russian corpses left on
the field in front of the central army were
2,500.

The total Russian corpses, so far ascer-
tained, reach 8,550.

The above were not included in the result
of the fierce engagement with our left army
on Friday and Saturday, and many more are
yet undiscovered at all quarters.

FROM RUSSIAN SOURCES.

Major-General Dessio, the Russian Military
Agent in China, placed the following telegrams
at the disposal of the Shanghai Press:—
From Russian Headquarters,
9th October.

In consequence of our movements round the
hills on the enemy's right flank on the 8th
October, the enemy left the fortified positions,
which he occupied near the village of Penia-
puse, about forty versts southeast of Mukden,
first withdrawing his advanced posts and later
in the evening his main forces. The Japanese
reiterated towards the south, whereupon our
forces occupied their positions. Small skir-
mishes are taking place in the direction towards
Liaoyang between the Japanese and our ad-
vanced posts, which are now about thirty versts
outh of Mukden.

A general advance of our troops on the whole
line has been assumed since the 5th of October.

THE WEATHER.

The following report is from Mr. J. I. Plum-
mer, Chief Assistant of the Hongkong Obser-
vatory.

On the 17th at 11.30 a.m. The barometer has
risen rapidly in N. Japan, and fallen slightly in
China.

Gradients are moderating upon the China
Coast, and moderate to fresh monsoon will
continue in the Formosa Channel and in the
northern part of the China Sea.

Forecast:—Moderate to fresh N.E. winds,
cloudy, fine.

A REGRETTABLE feature about the large pas-
senger list by the outgoing steamer *Eastern*,
says a Port Darwin exchange of recent date,
is the number of names of men who arrived
quite recently from other States for purposes of
prospecting, etc., but who apparently have
been unable to hear of or to find anything suffi-
ciently attractive to induce them to remain in
the country. One reason for this migration,
probably, is that the scarcity of surface waters
at this time of year is a serious bar to anything
in the shape of successful prospecting; whilst
another is doubtless the fact that so large an
area of workable ground can be looked up by
first comes under the too liberal provisions of
our mining laws. The fact that so large an
area can be held under ordinary miner's right
is a feature in the new N.T. Gold Mining Act
which does not seem calculated to encourage
the settlement of a working white mining
population.

SHIPPING AND MAILS.

MAILS DUE.

Canadian (*Tartar*) 18th inst.
American (*Korin*) 18th inst.
Indian (*Kumsang*) 20th inst.
English (*Sinla*) 21st inst.
Canadian (*Empress of India*) 21st inst

TELEGRAMS.

(Reuters.)

The Duke of Connaught.

LONDON, 14th October.
The recent accident to the Duke of Connaught was due to a collision. The Duke, who was accompanied by Major Murray, was thrown out of the car. It is officially stated the Duke is suffering from a scalp wound, and an injury to the left ear; but no serious consequences are anticipated.

LATER.

The Duke of Connaught is progressing favourably.

Signal Hill Recaptured.

General Stoessel reports that the Russians, on the 1st instant, recaptured Signal Hill. The Japanese were bombarding the interior of the fortress from new batteries; and the bombardment was becoming more and more violent.

Worse than Liaoyang.

The capture of fifteen guns by the Japanese is officially admitted in St. Petersburg. Russian correspondents agree that the fighting has been of a more desperate character than at Liaoyang, and that the combatants have a complete disregard for life. Positions were taken and retaken six and eight times daily at a terrible cost. Frequent hand-to-hand encounters occurred, in which both sides threw hand grenades with murderous effect. Cannonades continued nightly.

Gloom in St. Petersburg.

15th October.

Reuter's St. Petersburg correspondent wires that the news from Manchuria has caused a profound gloom, in striking contrast to the elation provoked by the proclamation.

General Kuropatkin wires that the Russian losses are understood to be about 8,000.

The Rising in German S. W. Africa.

Hendrik Wilboi, the most influential Hottentot chief in Damaraland, hitherto most ostentatiously loyal, has declared war on the Germans, and it is expected that the bulk of the Hottentots will now join the Hereros thereby doubling Germany's difficulties.

Obituary.

The death of King Albert (George?) of Saxony is announced.

(N. C. D. News.)

The Pacification of North-East Corea.

Tokio, 10th October.

The Japanese headquarters at Seoul has proclaimed a military administration in Hamgyong province, where engagements between scouts have been frequent, and there is much uneasiness among the people.

The Pause in the Land Operations.

Tokio, 10th October.

Forty-three transports will be released at the end of this month.

The Prussian Prince's Progress.

Tokio, 10th October.

Prince Karl Anton von Hohenzollern is suffering from a cold, and his departure from Tokio has been postponed.

LATER.

The Prince leaves Tokio to-morrow evening.

The Change of Control at Newchwang.

Tokio, 10th October.

The Civil Administration Office was transferred to the Japanese on Saturday by the French Deputy-Consul, and will be occupied by the Japanese Military Administration.

Loss of a Japanese Man-of-War.

Tokio, 11th October.

The gunnery ship *Heiyan* struck a floating mine in Pigeon Bay, Port Arthur, on the 18th ult., amidships on the starboard side. She sank in four or five minutes and there was no chance to rescue the crew, of whom only four were saved.

The *Heiyan* was formerly the Chinese cruiser *Pingyuan*, and was taken by the Japanese at Weihaiwei in 1895. She was built in Foochow in 1890. Her displacement was 2,067 tons, and her speed 10.2 knots. She had an 8-inch armour belt, 12 guns, and a complement of 302.—ED.

The Consul-General for Japan, Shanghai, issued the following official telegram received by him on 10th.

Tokio, 11th October.

Hosoya reports that the gunboat *Heiyan* engaged on the 18th September on duty as guardship near Pigeon Bay had been missed since that date. Four of her crew were afterwards found on a neighbouring island. It appears that a storm was raging at nightfall on the 18th September and the *Heiyan*, while returning, struck one of the enemy's floating mines and sank in a few minutes. All her crew are believed to have been lost except the above-mentioned survivors and seventeen others, who were detached for land service at Hokusin.

Kuropatkin Taking the Offensive.

Tokio, 12th October.

The Japanese recaptured the Pensiuh region on the forenoon of Monday, the 10th instant, and held it, notwithstanding the continued Russian attacks.

The Russians between Pensiuh and Tumen-tsing amount to over two divisions, with eighty guns.

The Russians facing the main right army consist of four divisions.

The left Japanese army is co-operating with the central, and steadily pushing on.

The Japanese garrison at Hsianchan also made a night attack on Monday, the 10th, and drove the enemy north-east.

Altogether, the present collision is what the Japanese expected, and the general result is favourable.

Marshal Oyama is seriously attacking the main force of the Russians.

Pensiuh is on the northern branch of the Taipei, north-east of Ventai, and Tumen-tsing is five miles north-west of Pensiuh. Hsianchan is near Salmachi.—ED.

LATER.

The Japanese have continued pressing and pursuing the Russians. The central army has captured two field guns and eight ammunition waggons.

Major-General Murai and Lieut.-Colonel Kuno were wounded, and Colonel Yasumura killed.

LATER.

The communication with Pensiuh has been made secure by the repulsing of every counter-attack made by the Russians.

According to the prisoners taken, General Kuropatkin with three divisions is staying in the rear of the Russian fighting line, facing the Japanese right and main army.

The pursuit by the Japanese is proceeding vigorously.

The Russian losses are believed to be enormous.

The capture of guns continues, but the engagements hitherto have been with the Russian first line not with the reserves, of which five or six divisions are halting on the heights east of Shahou, eight miles south of Mukden.

The subsequent operations will be watched with keen interest.

LATER.

It is learnt that a large body of the right army has succeeded in cutting off the enemy's retreat in the direction of Pensiuh.

The Japanese have captured twenty-five guns and many ammunition waggons.

(Osaka Mainichi.)

The Japanese Refugees from Siberia.

ARRIVAL AT BERLIN.

London, Oct. 5.

Seven hundred and seven Japanese refugees from Siberia, three hundred of whom are women and children, have arrived at Berlin on their way home. They will embark for Japan on the 12th inst. by the *Willehad*, of the Norddeutscher Lloyd Line. Mr. Inouye, Japanese Minister at Berlin, and a number of other Japanese, greeted the refugees with shouts of "Banzai" on their arrival.

Tzar's Message to Port Arthur.

DELIVERED BY A BALLOON.

Peking, Oct. 6.

The Tzar has sent a message to the Russians at Port Arthur, praising and encouraging them, and ordering them to hold out until reinforcements arrive. General Kuropatkin has reported to the Tzar that he succeeded in delivering the message to the besieged by means of a balloon on a dark night. The Tzar was very glad to learn that his message had been delivered.—*Mainichi*.

[As the distance between Port Arthur and Mukden is over two hundred miles as the crow flies, and there is no reason to suppose that the Russian army possesses any balloons of a navigable kind, the above statement appears to say the least of it, somewhat improbable.—*Ed., Kobe Herald*.]

Supreme Command for Grand Duke Nicholas.

London, Sept. 30.

Grand Duke Nicholas is expected to succeed Viceroy Alexieff next spring and take the supreme command in the Russian Far East. General Kuropatkin will command all the forces in the field until the arrival of the Grand Duke.

General Gripenberg, Commander of the 2nd Army, will set out for the Far East in November next.

The Manchuria Railway.

SUGGESTED SALE TO CHINA.

London, October 2nd.

A French newspaper correspondent at St. Petersburg states that M. Lessar, Russian Minister at Peking, has asked the Chinese Government to purchase the Manchurian railway. In consequence of this proposal leading Chinese are now considering the advisability of forming a syndicate for dealing with the matter.

(Straits Times.)

Count Okuma on the War.

JAPAN MUST PREPARE FOR A LONG STRUGGLE.

London, 18th Oct.

Reuter's correspondent at Tokyo reports that Count Okuma, when addressing the meeting of bankers (convened for discussing the issue of the latest domestic loan) warned the people to prepare for a long war.

He pointed out that the cost of a two years' war would be 200 millions sterling.

Despite her weaknesses Russia possesses immense resources.

Japan must make heavy sacrifices to attain success.

Japan must borrow 50 millions sterling in 1905.

Count Okuma expressed every confidence in the ultimate victory for Japan.

At Port Arthur.

Reuter's correspondent at Tokyo reports that the Japanese land batteries at Port Arthur have completely wrecked one Russian warship in the harbour. The batteries severely damaged three other warships. Their names are not yet known.

THE V.R.C. SMOKING CONCERT.

The smoking concert given under the auspices of the V.R.C., which took place in the club gymnasium on Saturday night, proved a highly successful affair, and gave unqualified delight to the large number of members and friends who put in an appearance. In the absence of Mr. Arthur Chapman, the club president, Mr. R. H. B. Mitchell occupied the chair and conducted the proceedings with unflinching good humour. The instrumental pieces, included in what could only be described as an excellent programme, were especially effective, notably a sextette in which Messrs. Barlow, Hickman, Dr. Swan, Koenig, Tuxford and Darnenberg took part. The first part, a delicate march movement, was followed by simple nocturne, which in the hands of such accomplished musicians was treated in the most completely sympathetic manner. In response to a recall, they concluded the suite (one of A. E. Matt's) by a graceful rendition of the Caprice. Mr. Anderson was at his best in a difficult oboe solo, Braga's *Serenade*, in which he had the advantage of Mr. Graça's assistance, in the shape of a delightful violin obligato. Mr. Graça also contributed both a violin and a banjo solo, in the manipulation of which instruments he is well and favourably known to Hongkong audiences. Mr. Koenig was loudly applauded for his cello solo. In the vocal department Mr. G. H. Edwards gave a powerful rendering of "The Vagabond," whilst Mr. C. A. Brown who has a good voice, but was palpably nervous, gave the moss grown smoking concert inevitable "The Village Blacksmith" pleasingly. Mr. P. W. Goldring was in excellent voice and was particularly happy in his singing of "Simon the Cellarer." The lighter portions of the entertainment could not have been entrusted to more reliable mirth-makers than Messrs. A. R. Evans and H. A. Tozer. Both have a distinct style of their own, the last named without any make-up ensuring merriment by a naturally expansive smile, significant of humour and an appreciation of the good things earth provides. His laughing song was catching, and put the audience in high spirits. Mr. Evans was none the less successful, and both performers had to respond to numerous encores. Just before the close, the Chairman made a few remarks, and incidentally expressed his appreciation of the invaluable services given to the Club, by their popular honorary secretary, Mr. Harold C. Austen, an appreciation which he was sure they all shared. When Mr. Austen took over the secretarial duties, many thought he was perhaps too young to efficiently carry out the labour involved, but so far from that, he had without fee or reward brought the Club up to a degree of success which none of them ever contemplated. (Hear, Hear.)

The party broke up about midnight. We should add that the room was beautifully decorated, and the refreshment department, in the hands of the club steward, Mr. Leslie, left nothing to be desired. The admirable band of the Sherwood Foresters was in attendance and played several pleasing selections during the evening, whilst last but not least, we should mention the efficient services of Mr. Rovey in the capacity of accompanist.

(Osaka Mainichi.)

The Japanese Refugees from Siberia.

ARRIVAL AT BERLIN.
London, Oct. 5.

Seven hundred and seven Japanese refugees from Siberia, three hundred of whom are women and children, have arrived at Berlin on their way home. They will embark for Japan on the 12th inst. by the *Willehad*, of the Norddeutscher Lloyd Line. Mr. Inouye, Japanese Minister at Berlin, and a number of other Japanese, greeted the refugees with shouts of "Banzai" on their arrival.

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The new club over a rifle, and, strangely enough they succeeded, despite the defeat, in rehabilitating themselves in cricket centres. The club laboured under the disadvantages invariably associated with an inaugural performance, and failed to put in an appearance until the patience of the opposing teams was more than well exhausted. When the match was about to commence the persons responsible for the fixture discovered that the Parsee, C. C. intended to use the pitch for practice. The absence of a response, to the notification concerning the fixture on the part of the acting secretary of the K. C. C. justified, to some extent, the belief that the match would not be played and hence the misunderstanding. Mr. Lightfoot captained the suburban team and decided to experiment with his bowlers by putting his opponents in. Fifty-two was the sum total of their score; nothing worthy of note occurred in the innings. Dr. Swan and Mr. Scott Cranston divided the wickets. The fielding of the visiting team was execrable and will need considerable improvement if the club is serious in its announced intention to secure the League Cups. The bowling of the A. O. C. C. disclosed the want of practice referred to and the K. C. C. were subjected to their initial defeat by a margin of twenty-nine. The mainstay of the new club was undoubtedly Dr. Swan who bowled consistently well, and batted with bad luck. The other members of the team are capable of better things and with the assistance of the absentees are obviously capable of holding their own. Incidentally it may be remarked that the A. O. C. C. score is one of the lowest on the records of the club.

The scores were as follows:—
A.O.C.C.

Webb, b Dr. Swan 10; Edwards, b Dr. Swan 9. Lt. Doran, c Dr. Swan, b Dr. Swan 6. Thurlow, c Dr. Swan, b Scott Cranston 1. Skinner, c Dr. Swan, b Scott Cranston 2. McGibbon b Scott Cranston 7. Bradford, run out 7. Oliver run out 3. Bromley, c Robinson, b Scott Cranston 3. Merritt, c Harrop, b Dr. Swan 1. Bilton, not out 1. Extras 3. Total 53.

KOWLOON C.C.

Lightfoot, c Merritt, b Edwards 2. Harrop, c McGibbon, b Edwards 7. Lapsley, run out 1. Robinson, b Bradford 0. Dr. Swan, b Bradford 1. Scott Cranston, c Bromley, b Bradford 0. Blackledge, b Edwards 1. Clelland, c Bilton, b Bradford 0. Moss, not out 3. Fittock, c Skinner, b Edwards 0. Brett, b Edwards 7. Extras 3. Total 25.

R. A. M. C. v. CIVIL SERVICE.

The Civil Service did not have much the better of the R. A. M. C. in this match, but had a wicket in hand. Scores:—

R. A. M. C.

S.S. Alwork, b Weaser 2. Ingrene, b Weaser 1. Lt. Harvey, c Brand, b Wicheil 0. S.S. Wilson, b Raven 13. Powell, c Atkinson b Wicheil 1. Latter, c Brett, b Weaser 0. Byford, c Raven, b Weaser 7. Duff, b Weaser 5. S. Riordan, not out 9. Goodwill, b Raven 5. Thompson, b Raven 0. Extras 11. Total 53.

CIVIL SERVICE.

P. T. Lamble, run out, b Byford 19. R. Wicheil, b Byford 14. A.R. Raven, c Harvey, b Wilson 0. Dr. Atkinson, b Wilson 20. W. S. Weaser, b Wilson 0. W. Brand, b Wilson 2. L. R. Brett, b Byford 4. F. T. Robins, c and b Byford 2. W. Parkinson did not bat.—W. H. E. Smith, b Byford 0. W.T. Andrews, not out 1. Extras. Total 62.

POLICE v. H.K.C.C. "A."

This fixture at Happy Valley resulted in the defeat of the Peeters by 20 runs and a wicket. Scores:—

POLICE.

Shepherd, b Oliver 6. Lander, b Oliver 3. McHardy, b Oliver 11. Langley, c Gray, b Oliver 8. Capt. Bodeley, c Kew, b Butt 1. Edwards, c Fletcher, b Oliver 0. Mr. Hallifax (capt), c Wolff, b Oliver 0. Cooper, c Gray, b Butt 1. Kent, c Ulicking, b Oliver 0. Wadner, c Newall, b Oliver 4. Clyde, not out 4. Withers, c Parker, b Oliver 0. McKay, c and b Butt 1. Extras 11. Total 50.

H.K.C.C. "A."

Rev. H. R. Wells, c Clyde, b Shepherd 17. P. R. Wolff, c Hallifax, b Edwards 4. A. G. M. Fletcher, c Waterer, b Lander 1. C. A. Parker, c Clyde, b Lander 1. Rev. C. H. Hickling, c McHardy, b Lander 2. F. H. Kew, not out 17. T. C. Gray, c Hallifax, b Kent 9. G. H. Edwards, b Shepherd 6. S. G. Newall, b Shepherd 1. S. A. Seth, run out 0. C. D. Jilas, b Shepherd 1. Lt. A. C. Butt, R.M.L.I. (capt), b Langley 3. A. Oliver, R.N., not out 6. Extras 2. Total (for 11 wickets) 7.

HONGKONG EMIGRANTS ORDINANCE.

Commenting upon the recent prosecution of three Chinese at Hongkong, for the offence of detaining by force certain persons for the purpose of emigration, a Kobe paper, after referring to the Japanese action in the *Maria Luz* case, says, "It is somewhat curious that just at this time, when attention has been drawn to the question by the experiment in South Africa, the present Chief Justice at Hongkong should have a case before him which proves not only that the days of kidnapping are not past, but that the centre of the traffic is Hongkong itself. Such a statement appears almost incredible, but the facts put on record during the hearing of the case in question are beyond dispute, and they afford an interesting comment on the assumption of some of our correspondents in the recent discussion on Chinese indentured labour that the accomplices of the old slave traffic had disappeared for ever." After setting forth a summary of the evidence given in the case, which resulted in two of the men each getting eighteen months' and the other six months' imprisonment, the article proceeds, "It cannot be said that the punishment is severe when the nature of the crime is considered. The three accused were indirectly responsible for the death of one man who attempted to get out of their clutches; and they have apparently sent many of their fellow-men and women to labour in mines and plantations in the South, where the death-rates testify to the nature of the conditions. Thirty years ago

Sir John Smale, when Chief Justice of Hongkong, held that a kidnapped coolie, forcibly detained, was justified in killing his abductors; to-day Sir H. S. Berkeley, the present Chief Justice, does not apparently consider the discovery of this conspiracy to be worth any remark or comment, for, judging by three newspaper reports consulted, he contented himself by simply sentencing the men brought before him. Indeed, he even appeared to deprecate much being said regarding the prevalence of the practice discovered, for when the Attorney-General referred to the widespread character of the conspiracy, he was told by the Chief Justice that he must confine himself to the particular case before the Court. It would almost seem that the strong antipathy to slavery in any form which prevailed thirty and forty years ago has in these latter days become less pronounced. However that may be, the case in question shows conclusively that, despite all safeguards, coolie traffic from China is always likely to be accompanied by kidnapping and to end in slavery. The Hongkong Emigrants Ordinance is a measure which was devised with the object of protecting the coolie and preventing such scandals as were associated with the traffic in Macao; yet we find that in the Colony itself, and under the very nose of the officials appointed to guard against the unwilling shipment of coolies to the plantations and mines, kidnapping has apparently been flourishing for years, the abductors batten on the ignorance of the coolies. It is not to be expected that any different result will follow from the system which is disguised by the name of "indentured labour." When there is a large and ignorant populace to be drawn upon for such service, and the law protects contracts made with persons who cannot understand that they are signing away their liberty for a certain term of years, such abuses are certain to creep in. The men who trade in coolies will find some way or other of circumventing the law and adding to the profits they derive from the traffic. It has been so with the coolie labour for Assam, and it will be so with the indentured labour for the Transvaal.

COMMERCIAL.

Advices from Shanghai, dated 13th inst., state:—Business reported:—Indo-Chinas at Tls. 93 for October and Tls. 94 for December. Farnham, Boyds at Tls. 174 cash and Tls. 178 for December. Maatschappij at Tls. 307 for October. Pulp at Tls. 155.
Business done direct:—Indo-Chinas at Tls. 93 for October. Farnham, Boyds at Tls. 178 for December. Colonies at Tls. 203. China Import and Export L. Co. at Tls. 100.

SHANGHAI FREIGHT.

In their circular of 13th inst., Messrs. Wheelock & Co. state:—

There is no change to report in our home-ward freight market since last writing, but we anticipate good support for boats loading on the European and American berths for the next month or two at any rate, after which time the northern ports will have closed for the winter and the tea season be at an end, so that owners must expect a considerable falling off in the quantity of cargo.

Coastwise:—Rates here for all directions are just as firm as when we last wrote, owing to the scarcity of tonnage and they promise to remain so for some time to come unless something unforeseen should occur in the political situation which will probably force the Japanese to release some of their many time-chartered vessels.

HEMP.

Messrs. Warner, Barnes & Co., Manila, writing on 30th ult., say:—

The moderate receipts and better home demand caused a strong rising market over the fortnight and we close with province parcels wanted on the basis of \$20 for current or say at exchange 2 1/2 = £38. 2. 6. f. o. b.

News generally from the provinces indicates a scarcity of production for some time to come, partly due to disquiet and brigandage in some places, and in others to the overcutting the plantations during the past year.

Possibly the advanced prices may give a temporary fillip to receipts but we hardly expect to see a larger production for the year than 910,000 to 915,000 bales.

To-day's Advertisements.

GOVERNMENT NOTIFICATION.

IT is hereby notified that on and after the 30th October, 1904, the time of 120° EAST LONGITUDE will be adopted in this Colony. The effect of this will be that local time will be advanced by 23' 18".

By Command,

F. H. MAY,

Colonial Secretary's Office,
Hongkong, 17th October, 1904. [1139]

NOTICE OF REMOVAL.

MESSRS. DEACON, LOOKER AND DEACON have Removed their Offices to PRINCE'S BUILDING (First Floor), No. 1, Des Voeux Road.
Hongkong, 17th October, 1904. [1138]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

"LOONGSANG."

Captain G. S. Weigall, will be despatched as above on FRIDAY, the 21st instant, at 4 P.M.

This Steamer has Superior Accommodation for First-class Passengers, and is fitted throughout with Electric Light and carries a Doctor.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 17th October, 1904. [1137]

To-day's Advertisements.

THEATRE ROYAL, CITY HALL.

COMMENCING

TO-NIGHT (MONDAY), OCTOBER 17TH.

UNDER THE DISTINGUISHED PATRONAGE OF
H.E. SIR MATTHEW NATHAN, K.C.M.G.

POLLARD'S LILLIPUTIAN OPERA COMPANY.

TO-NIGHT (MONDAY), October 17th, and
TO-MORROW (TUESDAY), October 18th,
"THE BELLE OF NEW YORK."

WEDNESDAY, October 19th, and
THURSDAY, October 20th,
"THE GEISHA."

FRIDAY, October 21st, and
SATURDAY, October 22nd,
GRAND VICE-REGAL NIGHT.
"A GAIETY GIRL."

SATURDAY AFTERNOON,
October 22nd, at 3.30 P.M.,
GRAND MATINEE.

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	DOE
GLASGOW AND LIVERPOOL	"AGAMEMNON"	21st October.
GLASGOW AND LIVERPOOL	"PYRRHUS"	25th October.
GLASGOW AND LIVERPOOL	"YANGTSE"	29th October.
GLASGOW AND LIVERPOOL	"DARDANUS"	1st November.
GLASGOW AND LIVERPOOL	"NINGCHOW"	15th November.

S.S. "AGAMEMNON" left Singapore at daylight on the 16th inst., and is expected here
at daylight on the 21st.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
* GENOA, MARSEILLES & L'POOL	"ACHILLES"	20th October.
LONDON, AMSTERDAM & ANTWERP	"PINGSHUEY"	25th October.
LONDON, AMSTERDAM & ANTWERP	"MACHAON"	8th November.
LONDON, AMSTERDAM & ANTWERP	"JASON"	22nd November.
* GENOA, MARSEILLES & L'POOL	"AGAMEMNON"	22nd November.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMER	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, NAGASAKI, KOBE AND YOKOHAMA	"YANGTSE"	1st November.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 17th October, 1904.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
MANILA	"TAMING"	18th October.
SWATOW, CHEFOO and TIENTSIN	"KANSHU"	27th "
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"TAIYUAN"	27th "

* The Attention of Passengers is directed to the Superior Accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unvalued table. A duly
qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian
Ports.N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT).

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 15th October, 1904.

Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of
Passengers.CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	R. W. Almond	MANILA (direct)	SATURDAY, 22nd Oct., at 10 A.M.
ZAFIRO	2540	R. Rodger	"	SATURDAY, 29th Oct., at 10 A.M.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 15th October, 1904.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA.

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH:

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail on
"NUMANTIA"	4,370	Brehmer	October 27th, 1904.
"ARABIA"	4,483	Bable	November 19th, "
"ARAGONIA"	5,198	Schuldt	December 13th, "
"NICOMEDIA"	4,370	Wagner	January 9th, 1905.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and
United States Ports. For through rates of Freight and further information, communicate
with or apply to

ALLAN CAMERON, General Agent.

EXCURSION TO MACAO.

THE Splendid Steamer

"YING KING."

Captain Page, will make an EXCURSION
TRIP TO MACAO, on EVERY SUNDAY,
leaving the Company's wharf at the end of
Wing Lok Street, at 8.30 A.M., and returning
from Macao at 7.30 P.M.The Steamer will lay alongside the S.S.
"Perseverance" wharf at Macao.

FARE:

1st Class Single Ticket \$2.00, with Cabin \$3.00
Return " \$3.00, " \$5.00
Tiffin and Dinner may be had on Board
at \$1 each meal.

YUK ON & Co., LD.

S. A. NOKONHA,

Macao Agent.

Hongkong, 2nd September, 1904.

HONGKONG-CANTON LINE.

THE British Steamship

"YING KING."

Captain E. I. Page, of 1,088 tons, Registered,
is the newest, fastest, and most luxuriously fur-
nished steamer on the line and is lighted
throughout with Electricity; hot and cold water
service. The cuisine is unexcelled.Leaving Hongkong every MONDAY,
WEDNESDAY and FRIDAY EVENING,
at 9 P.M. and returning from Canton every
following evening at 5 P.M.

1st Class.....\$3.00 for Single Journey.

2nd ".....1.50 " " "

Meals.....1.00 each.

The steamer's wharf is at the Western end
of Wing Lok Street.

YUK ON & Co., LD.

No. 216, Wing Lok Street.

WENDT & CO.,

Canton Agents.

Hongkong, 24th July, 1904.

Shipping—Steamers.

CHINA NAVIGATION COMPANY,
LIMITED.

AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES.

From 1st January, 1904.

ALSO REDUCED FARES TO
MANILA AND RETURN.STEAMERS fitted throughout with Electric
Light, First Class Accommodation. Un-
valued Table. Duly qualified Surgeon carried.

PUTTIFIELD & SWIRE,

Agents.

Hongkong, 1st February, 1904.

STEAM TO CANTON.

THE New Twin Screw Steamers

Tons Captain.

"KWONG CHOW".....1,309...J. P. MARTIN.

"KWONG TUNG".....1,238...H. W. WALKER.

Leave Hongkong for Canton at 8.30 Every
Evening (Saturday excepted).Leave Canton for Hongkong about 5 o'clock
Every Evening (Sunday excepted).These Fine New Steamers have unexcelled
Accommodation for First Class Passengers and
are lit throughout by Electricity.

Passage Fare—Single Journey.....\$4.

Meals.....(Each) 1

The Company's Wharf is a Short Distance
West of the Harbour Master's Office.

SHIU ON S.S. CO., LD., and

YUEN ON S.S. CO., LD.,

No. 8, Queen's Road West.

Hongkong, 17th February, 1904.

(78)

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"

Captain T. AUSTIN, R.N.R.

THIS Steamer departs from Hongkong on
Week Days, at 7.30 A.M. and on Sun-
days at 8.30 A.M. Departs from Macao on Week
Days about 2 P.M. and on Sundays at 7.30 P.M.FARES:—Week Days, 1st Class, including
Cabin and servant, Single \$3; Return Ticket,
\$5; 2nd Class, \$1; 3rd Class, 50 cents.Every Sunday will be an Excursion, at the
following rates:—1st and 2nd Class, Single
Ticket, \$1; Return, \$2; 3rd Class, Single, 30
cents, Return, 50 cents; Steerage, 10 cents.TIFFIN AND DINNER can be supplied
either on Board, or at the Macao Hotel, for
returning passengers only, at an extra charge
of \$2.On Sundays, passengers desiring to have a
Private Cabin which has accommodation for
two or more passengers, will be charged \$3
extra.First Class Passengers, who do not care to
return on the Excursion Sunday, will be allowed
to do so the following day (Monday) on pro-
duction of the Return Half Ticket. Should
the Steamer not run on the Monday, owing to
the Boiler cleaning, due notice will be given
by the Captain, and the Half Ticket will be
available for the following day.The Steamer will shortly be lit throughout
by Electricity.The Steamer's wharf at Hongkong is at the
Western end of Wing Lok Street.

MING ON & Co.,

2nd Floor, No. 16, Victoria Street.

Hongkong, 6th October, 1904.

(97)

FOR SINGAPORE, PENANG AND
CALCUTTA.

THE Steamship

"LIGHTNING,"

Captain J. G. Spence, will be despatched for the
above Ports, TO-MORROW, the 18th instant,
at 3 P.M.

For Freight or Passage, apply to

DAVID SASSOON & Co., LIMITED,

Agents.

Hongkong, 17th October, 1904.

(1123)

AMERICAN ASIATIC STEAM-
SHIP COMPANY.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"CLAYBURN,"

Captain Parker, will be despatched for the
above Port, on or about SATURDAY, the 22nd
October.

For Freight, apply to

SHEWAN, TOMES & Co.,

General Agents.

Hongkong, 15th October, 1904.

(1028)

DAMPSCHEFFS RHEDERI "UNION"

ACTIEN GESELLSCHAFT,

HAMBURG.

FOR NEW YORK.

THE Steamship

"ALBENGA,"

Captain Petersen, will be despatched for the
above Port on or about SATURDAY, the
15th November.

For Freight, apply to

CARLOWITZ & Co.,

Agents.

Hongkong, 14th October, 1904.

(1109)

REGULAR STEAMSHIP SERVICE
TO NEW YORK.

VIA PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG.

1904. About.

"ST. HUGO".....18th November.

For Freight and further information, apply

PODWELL & Co., LIMITED,

Agents.

Hongkong, 11th October, 1904.

(104)

Mails.

COMPAGNIE DES MESSAGERIES
MARITIMES.

PAQUEBOTS—POSTE—FRANCAIS.

NOTICE.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA,

COLOMBO, PONDICHERRY, CALCUTTA,

BOMBAY, ADEN, DJIBOUTI, EGYPT,

MARSEILLES, MEDITERRANEAN AND

BLACK SEA PORTS, LONDON.

HAVRE, BORDEAUX.

ALSO

PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 18th October, at

1 P.M., the Company's Steamship

"SALAZIE," Captain Nègre, with Mails,

Passenger, Specie and Cargo, will leave

this Port for MARSEILLES, via Ports of

Call, WITHOUT TRANSHIPMENT.

This Steamer connects at COLOMBO with

the Australian Line S.S. "Calcutta" bound for

MARSEILLES via BOMBAY and ADEN.

Cargo and Specie will be registered for London

as well as for Marseilles, and accepted in

transit through Marseilles for the principal

places of Europe.

Shipping Orders will be granted till NOON

only on MONDAY, the 17th October, Specie

and Parcels received until 4 P.M. on the same

day. No Cargo will be received on board on

TUESDAY.

Parcels are not to be sent on board; they

must be left at the Agency's Office. Contents

and Value of Packages are required.

For further Particulars, apply at the Com-
pany's Office.

L. BRIDOU,

Acting Agent.

Hongkong, 5th October, 1904.

(9)

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR

STRAITS, Ceylon, AUSTRALIA, INDIA,

ADEN, EGYPT, MEDITERRANEAN

PORTS, PLYMOUTH AND

LONDON.

(Through Bills of Lading issued for BATAVIA,

PERSIAN GULF, CONTINENTAL, AMERI-
CAN AND SOUTH AFRICAN PORTS.)

THE Steamship

"MALTA,"

Captain R. A. Peters, carrying His Majesty's

Mails, will be despatched from this Port

for BOMBAY, on SATURDAY, the 22nd October,

at Noon, taking Passengers and Cargo for the

above Ports in connection with the Company's

S.S. "Britannia," 6,325 tons, from Colombo.

Passengers' accommodation in which vessel is

secured before departure from Hongkong.

Silk and Valuables, all Cargo for France,

and Tea for London (under arrangement) will

be transhipped at Colombo into the Mail

steamer proceeding direct to Marseilles and

London; other Cargo for London, &c., will be

conveyed from Bombay by the R.M.S. "Mongolia,"

due in London on the 4th December, 1904.

Parcels will be received at this Office until 4

P.M. the day before sailing. The Contents and

Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT,

Superintendent.

Hongkong, 8th October, 1904.

(1)

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with

NORTHERN PACIFIC RAILWAY

COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C. AND TACOMA,

VIA

MOJI, KOBE AND YOKOHAMA.

Steamers. Tons. Captains. Sailing.

Lyra.....4,417 G. V. Williams Oct. 29

Hyades.....3,753 Geo. Wright

Pleiades.....3,753 F. G. Purinton

Tremont.....9,606 T. W. Garlick

† Cargo only.

Steamers marked (*) have no second-class

passenger accommodation.

FOR MANILA.

The largest, steadiest, and most comfortable

steamer for Manila.

— — — — —

CHEAP FARES, EXCELLENT ACCOMMODATION,

ATTENDANCE AND CUISINE, ELECTRIC

LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. "Shamout" and "Tremont"

have just been fitted with very superior accom-
modation for first and second class passengers.The large size of these vessels ensures steady-
ness at sea. Electric fan in each room.

Barber's shop, and steam-laundry. Cargo

carried in cold storage.

For further information, apply to

DODWELL & Co., LIMITED,

General Agents.

Queen's Buildings,

Hongkong, 14th October, 1904.

(12)

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer.

"MAZAGON,"

FROM BOMBAY, COLOMBO AND
STRAITS.Consignees of Cargo by the above-named
vessel are hereby informed that their Goods
are being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by
mark, and delivery can be obtained

Intimation.

CHAZALON & CO.

WINE AND SPIRIT MERCHANTS,
AND
GENERAL STOREKEEPERS,
(SUCCESSORS TO G. GIRAULT)

6, QUEEN'S ROAD CENTRAL.

WE beg to inform the Hongkong Public that, as we are supplied with WINES and SPIRITS direct from the *Grocers* in France, we are in a position to supply these requisites of the best quality and at the lowest possible prices, thus defying competition.

EXCEPTIONAL SAMPLE OFFERS.

Offers are made of Sample Cases of a dozen quart bottles each, containing the following:—

- 3 qt. bots. Bordeaux.
- 3 " " Beaujolais (Burgundy).
- 3 " " Vin Rose.
- 3 " " Pommard (Superior Burgundy).

at the exceptional price of \$12 per case.

CHAMPAGNE.

Important contracts having been entered into with Messrs. Moët and Chandon, of France, we are enabled to supply CHAMPAGNE of this Brand at the following advantageous prices:—

- Mousseux Blue Seal } \$38 per doz. qt.
- White Star } Moët & Chandon 42 " " "
- Brut Impérial } 50 " " "

—101—

ALSO TRY OUR
BLACK and WHITE WHISKY.

—PRICES—

BUCHANAN BLEND \$12.50 per Case. BLACK and WHITE \$16.50 per Case.
ROYAL HOUSEHOLD \$20.50 per Case.

ARQUEBUSADE WATER

OF THE
HERMITAGE OF THE MARIST BROTHERS;
OR IMPROVED VULNERARY LIQUOR.

Invigorating, Stimulating, Hygienic, Aromatic, of an acknowledged and quite exceptional efficacy.

The Arquebuse Water, known and appreciated throughout the greater part of France and abroad, justifies more and more the great fame it has acquired.

USE OF THE ARQUEBUSADE WATER.

INTERNALLY.—From two to three spoonfuls in a glass of cold water, pure or sweetened, after falls, bruises, cuts, fractures, luxation, tearing of tissues, faintings, burnings, swoons, plague and cholera. For the last two cases it must be taken pure, six spoonfuls at a time. Experience justifies its efficacy as a preventive remedy against mortification and quinsy. The dose may be repeated several times a day.

The same dose, in a glass of hot and sugared water, instantly removes the fatigue of either a journey or a walk, is a great appetizer and often prevents colds.

Taken in an infusion of melissa, hyssop, ground-ivy, or violets, it is an efficacious remedy against gripes, difficult digestion, pains in the stomach, &c.

Taken pure after meals it is salutary to old people by warming their stomach, rendered cold by age, and accelerates digestion; but it is less suited to nervous persons and children to whom it must never be given without being well diluted with water.

EXTERNALLY.—It is a capital remedy against sprains, cuts, bruises, excoriation, burnings, fractures, any fresh wound, danger of mortification, heating of the feet, irritation of the skin after a walk.

Whenever it is possible rub hard with this liquid. A compress is saturated with it and applied on the affected part which is kept moistened by sprinkling it with this Water.

In case of wounds, after the dressing made with the Arquebuse Water, sprinkle the compress with a mixture of the Liquor and fresh water in equal parts.

It is also very advantageously used in frictions and in compresses used in headache, rheumatic and neuralgic complaints. For these last it is good to warm somewhat the liquid before being applied.

The ARQUEBUSADE WATER is of public interest, approved and recommended by the most eminent physicians of France, commends itself to all those who are anxious about their health in these countries where plague and cholera make often dreadful havoc.

PRICE:

- The Litre \$5.00
- The Half-Litre 2.50

CHAZALON & CO.

Sole Agents for Hongkong, China and Japan.

Hongkong, 19th September, 1904.

[981]

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER RESERVE.	LAST REPORT. AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	8,000	\$125	\$125	\$10,000,000 \$7,000,000 \$250,000	\$1,492,554	Div. of £1.10/- @ exchange 1/9 15/16 \$16.42 for first half-year 1904	6 1/2 %	\$660 buyers London 67 1/2
National Bank of China, Limited	99,925	£7	£7	\$175,533 \$191,973	\$21,668	\$2 (London 3/6) for 1903	5 1/2 %	\$38 sellers
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,300,000 50,000	\$110,551	\$15 for 1902	5 1/2 %	\$180
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	\$900,000 \$151,992 \$331,342 \$322,134	Nil.	\$4 for year ended 30.4.1903	6 1/2 %	\$61
North China Insurance Company, Limited	11,000	£15	£5	Tls. 500,000 Tls. 31,850	Tls. 271,589	Interim of 10/- a/c 1903		Tls. 75 buyers
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,750,000 \$569,143 \$784,445 \$906,872	\$1,059,926	\$32 for 1902	5 %	\$635 buyers
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$700,000 \$37,794	\$186,284	\$12 for 1902	9 1/2 %	\$145 buyers
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$1,000,000 \$125,675 \$2,561	\$329,047	\$6 dividend & \$1 1/2 bonus for 1902	8 %	\$87 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,750,000 \$1,750,288	\$371,110	\$22 1/2 for 1902	6 1/2 %	\$335 buyers
SHIPPING, TUG AND CARGO BOATS.								
China and Manila Steamship Company, Limited	30,000	\$50	\$50	none	Dr. \$63,123	\$5 for 1900		\$25 buyers
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$85,000 \$80,935	Nil.	\$3 for year ended 30.6.1903	6 1/2 %	\$32 buyers
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$250,000 \$600,000 \$157,555	\$16,362	\$1 1/2 for first half-year 1904	10 1/2 %	\$29 1/2 buyers
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	£205,000 £100,000	£5,853	10/- for 1903 @ 1/10 5/16 = \$5.378	5 %	\$130
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	none	Tls. 55,541	Interim of Tls. 2 for 1904	9 1/2 %	Tls. 48 1/2 sales
Do. (Preference)	100,000	Tls. 50	Tls. 50	none	Tls. 55,541	Interim of Tls. 2 for 1904	8 %	Tls. 47 sales
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	£400,000	£19,555	Interim of 1/- (Coupon No. 4) for 1903	6 %	24/6 sellers
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$60,000 \$15,093	\$1,287	\$1.80 & b. 40 cts } for year ending 30.4.04 \$0.90 & b. 20 cts }	5 1/2 %	\$40
	10,000	\$10	\$5	\$400,000 \$21,675 \$18,000 \$130,153	\$33,648	\$5 for 2nd 4-year making \$13 for 1903	8 1/2 %	\$30 sellers
Straits Steamship Company, Limited	5,000	\$100	\$100	\$130,153				
Taku Tug and Lighter Company, Limited	30,000	T.Tls. 50	T.Tls. 50	Tls. 98,000 Tls. 201,614	Tls. 865	Interim of Tls. 1 1/2 for 1904	10 %	Tls. 30
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	none	Dr. \$147,717	Interim of \$5 for 1904		\$239 buyers
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	none	Dr. \$73,905	\$3 for 1897		\$5 buyers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 1,456	Tls. 2 1/2 for year ending 30.9.03	4 1/2 %	Tls. 60 sellers
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	£40,000	£7,820	No. 3 of 1/6		Tls. 7 sellers
Raub Australian Gold Mining Company, Limited	150,000	£1	£1	£4,873	Dr. £4,029	No. 12 of 1/- = 48 cents		\$6 buyers
	50,000	£1	£1					
Société Française des Charbonnages du Tonkin	16,000	Fcs. 250	Fcs. 250	Fcs. 251,337 Fcs. 1,529,652	Fcs. 85,706	Final of Fcs. 25 making Fcs. 55 for 1903		\$490
Docks, Wharves & Godowns								
Hongkong & Kowloon Wharf and Godown, Co., Ltd.	30,000	\$50	\$50	\$50,000 \$50,989 \$250,000	\$28,015	Interim of \$1 1/2 for 1904	4 1/2 %	\$114 buyers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$25,500	\$505,471	\$6 dividend and \$2 bonus for first half-year 1904	6 1/2 %	\$224 buyers
Howarth Erskine, Limited	12,000	\$100	\$100	\$14,000	\$29,926	\$10 div. & \$2 1/2 bonus for 1902/3	6 1/2 %	\$210 buyers
New Amoy Dock Company, Limited	6,000	\$64	\$64	\$35,500	\$489	\$1 1/2 for 1903	6 1/2 %	\$27 1/2 sellers
Riley Hargreaves & Co., Limited	6,000	\$100	\$100	\$150,000	\$40,936	\$10 div. and \$2 1/2 bonus for 1903	6 1/2 %	\$195 sales
Do. (Preference)	2,750	Tls. 100	Tls. 100	Tls. 900,000	\$40,936	\$7 dividend	6 1/2 %	\$110
S. C. Farnham, Boyd & Co., Limited	55,000	Tls. 100	Tls. 100	Tls. 500,000	Tls. 48,153	\$7 dividend	6 1/2 %	Tls. 174 buyers
Shanghai and Hongkew Wharf Company	12,000	Tls. 100	Tls. 100	Tls. 487,210	Tls. 22,895	Tls. 7 final = Tls. 12 for year end. 30.4.04	8 %	Tls. 135 buyers
Tanjong Pagar Dock Company, Limited	37,000	\$100	\$100	Tls. 50,913	Tls. 22,895	Interim of Tls. 4 for 1904	4 1/2 %	Tls. 132 buyers
Yangtze Wharf and Godown Company, Limited	4,500	Tls. 100	Tls. 100	\$1,050,000	\$43,732	First year	4 1/2 %	\$250 sales
	2,500	Tls. 100	Tls. 100	Tls. 6,000	Tls. 1,760	\$6 for 2nd half year 1903	9 1/2 %	Tls. 189 sales
LANDS, HOTELS & BUILDING.								
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	none	\$9,989	\$2 1/2 for year ended 30.6.1904	9 %	\$17 buyers
Astor House Hotel, Limited (Tientsin)	2,000	T.Tls. 50	T.Tls. 50	Tls. 41,000	Tls. 655	Final of Tls. 4 making Tls. 9 for 1903	6 %	Tls. 150
China Land and Finance Company, Limited	6,000	Tls. 50	Tls. 50	Tls. 17,144		Interim of Tls. 2		Tls. 55
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$100,000 \$11,824 \$20,000	\$11,668	\$5 for first half-year 1904	7 1/2 %	\$137 buyers
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$500,000	\$51,066	Interim of \$6 for 1904	8 %	\$150
Hotel des Colonies Company, Limited (Shanghai)	9,000	Tls. 25	Tls. 25	Tls. 13,986	Tls. 680	Tls. 0.87 1/2 for the year ending 31.3.1904	4 1/2 %	Tls. 20 buyers
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$50,000	\$9,177	90 cents for 1903	7 %	\$12 1/2 sales
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	none	\$636	\$2.60 for 1903	6 1/2 %	\$50 buyers
Queen's Hotel (Wei-hai-wei)	9,000	Tls. 25	Tls. 25			First year		Tls. 25
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	Tls. 800,000 Tls. 150,000 Tls. 17,144	Tls. 37,634	Interim of Tls. 3 for 1904	7 1/2 %	Tls. 112 buyers
Tientsin Hotel des Colonies, Limited	1,400	Tls. 50	Tls. 50	none	Dr. Tls. 2,132	Interim of Tls. 3 1/2		Tls. 37 sales
Tientsin Land Investment Company, Limited	7,226	Tls. 100	Tls. 100	Tls. 54,626	Tls. 325	Interim of Tls. 3 for 1904	7 %	Tls. 125
Wei-hai-wei Land and Building Company, Limited	3,764	Tls. 25	Tls. 25	none	Tls. 5,150	None		Tls. 12 buyers
West Point Building Company, Limited	12,500	\$50	\$50	none	\$1,362	Interim of \$1 1/2 for 1904	5 %	\$59 buyers
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	none	Tls. 11,655	Tls. 4 for year ended 31.10.1903	14 %	Tls. 28
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	none	\$22,862	50 cents for the year ending 31.7.04	5 %	\$10 buyers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 30,098	Tls. 88,034	Interim of 3 % a/c 1898		Tls. 25
Laon-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 15,500	Interim of 4 % a/c 1898 on 6,000 shares		Tls. 324
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 5,658	Tls. 26,389	4 % for 1897		Tls. 150
CIGARS AND TOBACCO COS.								
Alhambra, Limited	300	\$200	\$200	\$779	nil	\$125 for year ending 30.6.1900		\$100 sellers
Philippine Company, Limited	67,500	\$10	\$10			First year		\$9 1/2
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 24,820 Tls. 25,000	Tls. 1,091	Interim of Tls. 3	9 %	Tls. 65 sales
MISCELLANEOUS.								
A. S. Watson & Co., Limited	60,000	\$10	\$10	\$25,000	\$2,883	Final of 50 cents making \$1 for 1903	7 1/2 %	\$13 1/2
Bell's Asbestos Eastern Agency, Limited	50,000			\$25,000		First year		\$13
Campbell, Moore & Co., Limited	8,624	12/6	12/6	none	£161	6d. per share for 1903		\$5
Central Stores, Limited	1,200	\$10	\$10	\$5,500	\$596	\$3 for 1903	5 1/2 %	\$10
Do. (Founders)	6,000	\$15	\$12	\$20,000	\$1,253	Interim of \$1.20 for 1904	14 1/2 %	\$22 sellers
Do. (New Issue)	123					None		\$160
China-Borneo Company, Limited	24,000	\$15	\$7 1/2		First year	Preferential of 7 per cent for 1904	6 1/2 %	\$8 sellers
China Flour Mill Co., Limited	4,000	\$12	\$12	none	Nil.	60 cents for 1903	5 1/2 %	\$114 buyers
China Light and Power Company, Limited	4,000	Tls. 50	Tls. 50	Tls. 25,000	Tls. 1,042	Tls. 6 for 1903	9 1/2 %	Tls. 65 sellers
China Provident Loan & Mortgage Company, Ltd.	30,000	\$10	\$10	none	\$3,739	None		\$10 sales
Dairy Farm Company, Limited	100,000	\$10	\$10	\$55,000	\$1,171	80 cents for 1903	8 1/2 %	\$94 sales
E. L. Mondon, Limited	10,000	\$7 1/2	\$6	\$20,000	\$3,029	\$1 1/2 for year ending 31.7.1903	5 1/2 %	\$32 buyers
Fraser and Neave, Limited	7,000	Tls. 50	Tls. 50	none	Dr. Tls. 15,318	Tls. 5 for 1902	5 1/2 %	\$100 buyers
Geo. Fenwick & Co., Limited	4,500	\$50	\$50	\$112,500	\$2,706	\$5 div. and \$2 1/2 bonus for 1903	7 1/2 %	Tls. 40 sellers
Green Island Cement Company, Limited	6,000	\$25	\$25	\$70,000	\$10,517	\$3.75 for 1903	7 1/2 %	\$47 sales
Hall & Holt, Limited	100,000	\$10	\$10	\$150,000	\$32,115	\$1.50 for 1903	5 %	\$31 buyers
Hongkong & China Gas Company, Limited	21,000	\$20	\$20	\$186,000	\$33,104	Final of \$1 1/2 making \$3 1/2 for 1903	11 1/2 %	\$31 sales
	7,000	£10	£10	£33,109 £3,000	£7,625	£1 div. and 2/- bonus for 1903	7 1/2 %	\$160 buyers
Hongkong Electric Company, Limited	30,000	\$10	\$10	none	\$1,747	\$1.00 } for year ending 30.4.1904 50 cents }	6 1/2 %	\$15 sales
Hongkong High-Level Tramways Company, Ltd.	30,000	\$10	\$5		\$4,283	\$20 for year ending 30.11.1903	5 1/2 %	\$9 buyers
Hongkong Ice Company, Limited	1,250	\$100	\$100	\$30,000	\$5,844	Interim of \$4 for 1904	6 1/2 %	\$300
Hongkong Rope Manufacturing Company, Ltd.	5,000	\$25	\$25	\$35,000	\$8,395	\$10 for 1903	7 1/2 %	\$250 sales
Hongkong Steam Waterboat Company, Limited	10,000	\$50	\$50	\$50,000		Interim of 70 cents	7 1/2 %	\$140 buyers
	7,500	\$10	\$10	none	\$1,548	First year	6 1/2 %	\$21
Katr Brothers, Limited	7,500	\$10	\$10	none				\$20
Lane, Crawford & Co., Limited (Shanghai)	10,000	\$100	\$100	\$375,000	\$21,582	\$13 for 1903	9 1/2 %	\$135 buyers
Maatschappij tot Mijl-, Bosch- en Landbouwexploitatie in Langkat	25,000	Gs. 100	Gs. 100	Tls. 334,669 Tls. 14,143	Tls. 27,187	Final of \$7 making \$12 for year end. 29.8.04 3rd quarterly of Tls. 10, paid 15.9.04	13 %	Tls. 310 buyers
Maynard and Company, Limited	3,400	\$10	\$10	none	\$803	\$2 for year ending 31.10.1903	7 1/2 %	\$26 sales
S. Moutrie & Company, Limited	4,000	\$50	\$50	\$5,000	\$832	Final of \$3 making \$5 for the year ending 30.6.04	9 1/2 %	\$55
Shanghai & Hongkong Dyeing and Cleaning Co., Ltd.	1,200	\$50	\$50			First year		\$50
Shanghai Gas Company, Limited	16,000	Tls. 50	Tls. 50	Tls. 100,000 Tls. 108,172	Tls. 7,548	Interim of Tls. 3 1/2 for 1904	8 %	Tls. 104 sales
Shanghai Horse Bazaar Company, Limited	5,400	Tls. 50	Tls. 50	Tls. 45,000	Tls. 10,247	Tls. 5 for 1903	5 %	Tls. 100
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	Tls. 10,000	Tls. 3,288	Interim of Tls. 5 for 1904	7 1/2 %	Tls. 15 1/2
Shanghai Waterworks Company, Limited	7,200	£20	£20	Tls. 140,000	Tls. 7,360	Interim of 15/- for 1903	7 1/2 %	Tls. 3 1/2 buyers
Singapore Dispensary, Limited	600	\$50	\$50	\$6,000	\$800	\$5 for year ended 31.7.1903	7 %	\$70
South China Morning Post, Limited	6,000	\$25	\$25	none	Dr. \$39,000	None		\$25
Steam Laundry Company, Limited	5,000	\$5	\$5	none		60 cents for year ending 31.5.04	8 1/2 %	\$7
Straits Ice Company, Limited	10,000	\$5	\$5	none	\$3,644	First year		\$39 buyers
	2,000	\$100	\$100	\$45,000		\$7 1/2 for second half year 1903	9 %	\$1 1/2 sales
Travis Trading Company, Limited	250,000	\$10	\$10	\$650,000	\$83,403	\$1 div. and 25 cents bonus for half year ending 30.9.1903	7 %	\$ 10 1/2 buyers
Tebrau Planting Company, Limited	20,000	\$5	\$5	none	Dr. \$24,555	None		\$14 buyers
Tientsin Native City Waterworks Company, Ltd.	2,294	Tls. 100	Tls. 100	none	Tls. 413	Tls. 2 for half year		Tls. 110
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	Tls. 15,459	Tls. 667	Final of Tls. 4 making Tls. 8 for 1903/4	6 1/2 %	Tls. 130
United Asbestos Oriental Agency, Limited	9,900	\$20	\$20	\$20,000	\$180	50 cents for year ending 31.5.1904	5 1/2 %	\$10 buyers
Do. (Founders)	100	\$100	\$100			\$2 for 1903	10 1/2 %	\$180 buyers
Watkins, Limited	10,000	\$10	\$10	\$4,800	\$1,042	Final of 70 cents making \$1.20 for the year ending 30.6.1904	10 1/2 %	\$11
William Powell, Limited	12,000	\$10	\$10	\$1,000	\$58			